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TakingItEasy

Here's a pampered pet tidbit: A wigmaker is getting a line of hairpieces ready for "teacup" dogs (and other way over-pampered dogs). The prices, as you might imagine, go into the hundreds of dollars. One is the "Yappy Hour" which is a fluff of curls and another is the **"Peek-A-Bow-Wow"** which —now get this—falls down over part of a dog's face, a reminder of the 1940s glamorous look. (The wigmaker said the latter is for dogs that feel sexy.)

Just when you think we've all gone just a tad too far: A one-time winner of a prestigious prize said that his latest work titled ***Sick Film*** includes 19 scenes of people vomiting on camera. Now he's working on his next project called *Shit Film*. He's been able to find 15 "performers" from Los Angeles (where else?), because LA "represents the extreme edge of the world." (Need we say more?)

In preparation for the 2008 Olympics, *Beijing News* says that the city will be assigning tracking numbers to every single cabbage, carrot and pea pod (so they can identify their origins for improvement of food safety). And they anticipate that 5,000 **tons of vegetables** may be eaten during that time!

A guy was taken to a hospital after working on a house—he had very serious injuries to his ass. It seems he was bending over next to a wall that had a worker on the other side **drilling into the wall**—and the drill bit kept going. (I'm sure you can visualize that event.)

I guess you could call this an example of the domino effect. Four policemen were called to a landlord/tenant dispute in New York. But while doing their job, they were distracted by a teenager in the hallway smoking (gasp!) marijuana. So they started to chase him, but **a pit bull attacked the officers.** Well, 26 bullets later, there was one dead dog, one bitten officer and three other officers were wounded by each other's gunshots. (Hmmm, gun control at its finest.)

Homeland Security officials in Indiana told one of their county's officials to stop using the special emergency-only **highway message boards** to advertise their charity fish fries and spaghetti dinners. (Ha… I like that one.)

Thoughts to ponder: Can you cry under water? How is it that we put a man on the moon before we figured out it would be a good idea to put wheels on luggage? Who was the first person to look at a cow and say, "I think I'll squeeze those dangly things and **drink whatever comes out.**" Or watch a white thing come out a chicken's ass and think, "That ought to taste good."

Here's some exciting news for you lovers of fine foods. A restaurant in Spain has very long waiting lists for its innovative dishes such as strawberry walnut mayonnaise, *foie gras* ice cream, cocoa butter with **crispy ears of rabbit,** and Kellogg's Paella (Rice Krispies, shrimp heads and vanilla-flavored mashed potatoes). And, of course, such delectables don't run cheap—about $240 per person.

In Mexico (well, where else?), a presidential campaign theme this year depicts the candidates' manliness with one radio ad praising **one candidate's "balls"** and another candidate for having "big ones."

Here's yet another Mexican-related item. A retired New York City policeman passed through a **main security checkpoint** at the Department of Homeland Security headquarters by showing an obsolete Mexican consulate card as his *only* ID.

A teacher (yes, that's what I said, a teacher) was hospitalized with very bad burns and shrapnel wounds—and he lost part of his right hand—trying to smash a bug with the **paperweight on his desk.** The paperweight, which he had found years before, was a 40mm artillery shell that was still live (obviously).

There's a charismatic Swedish career criminal (who inspired the term "Stockholm Syndrome") whose hostages think he's **"Mr. Wonderful."** Well, apparently, he tried to turn himself in to the police, but one officer thought he was too likable and asked him to stay on the run. (That's what it said!)

In Japan, a man was robbing a bank and while doing so, asked a teller for **suggestions on bank robbing.** Well, the teller told him to get the hell out… so he left, but in his hurry, he cut himself on the leg with his knife. (He needs a little more practice—a little less teller advice.)

We know how a lot of people feel about lawyers—well, this defendant was fighting an assault charge. At the defense table, he had a disagreement with his lawyer and did what any red-blooded, stand-up person would do—he **slapped his lawyer.** And this other defendant didn't like many of his lawyer's motions (he was fighting a murder charge) so he started strangling the lawyer until the court officers pulled him off. (Not such a good omen for the outcome.)

Some little-known facts: Most dust particles in your house are made from dead skin! It's estimated that millions of trees in the world are accidentally **planted by squirrels** that bury nuts and then forget where they hid them! The opposite sides of a dice cube always add up to seven. And last but not least, after eating, a housefly regurgitates its food and then eats it again! (Okay, too much information.)

At a trial of a former executive charged with looting his company, ex-employees said that the company founder was once taking out so **many cash advances** that his son (also an executive of the same company) had to limit him to $1 million a month. He had to be prodded to return 22 company-owned luxury cars and the company had paid for a $700,000 gold club membership.

A bakery in Kuwait City was shut down by food inspectors after they found **dough stored in a toilet.** The owner said that was the best place to keep the dough moist.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 403 • JANUARY 2007

FEATURES

Shine On 8
Jimmy Shine's SO-CAL Hot Rod Harley

Sturgis Chop 18
Paul Yaffe vs. Zombie 2

Tempting Fate 42
A Racy Little Number From Indian Larry Legacy

The Wild Card 56
Jaxxon Fiffe's Billboard On Wheels.
Featured on the cover.

Mondo's Sittin' Low 74
And Still Waitin' To Go.

Ready To Play 84
KC Creations' Dominatrix Trendsetter.
Featured on the cover.

The Jester 92
So Wicked, It Ain't Even Funny.

Test Ride Harley's Classic 138
Improving The Un-improvable.

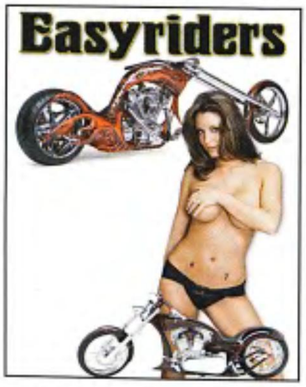
READERS RIDES

Jeff Jennings 134
and his 1964 Panhead.

Brian Stiller 135
and his 2004 Heritage Softail.

Erik Medina 136
and his 2004 Special Construction.

Michael Winnefeld 136
and his 1974 Special Construction.



50

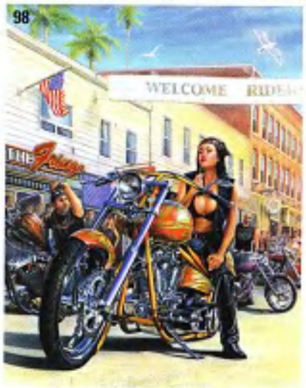
SPECIAL FEATURES

Chillicothe 2006 36
20 Years Of Easyriders' Rodeos.

Gulfport Blowout 50
The South Shall Ride Again.

Hell Day 66
A Hellbound Hoop-De-Do.

36



98

ARTICLES

Every County Needs One 88
Far-out Fiction By Jerry Bratten.

Moto Art 98
"Motor Marc" Lacourciere.

92

THE TECH GARAGE

Guide to Seats & Luggage 124

The Harley-Powered Liberty Ace Cycle-Car 130
Sneak Peek At A Classy Ride.

6-Speeds For The Masses 132
Harley's 6-Speed Gear Kit.

124

DEPARTMENTS

Taking It Easy 3
Wordmonger 6
Parts Box 12
Easynews 27
Happenings 32
National MC Laws 34
Tech Letters 49
In The Wind 68
Fox Hunt Contest 80
Fox Hunt Winner, Ashley 92
Advertisers' Index 144

Wild Card Custom and the pleasing Payton shot by Darryl Briggs. KC Creations scoot by Michael Lichter. Cover imaging by Jeff Biggs.

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Photo: Billy Tinney

Chillicothe Rodeo

We just returned from the mud-soaked Easyriders Rodeo in Chillicothe. We had a great time. Lots of good bikes, music, alcohol, fine women and all the other things that biker folk like.

Just one comment though. The campground loop was so cram-packed with golf carts, four-wheeler cars, trucks and even two buses, that if we were on our scoots or our feet, there was no room for us. Other events in the country have banned the golf carts, lawnmowers and all the other crap. If you're not on a bike, you don't ride around. I'm hoping the rodeo will consider the same action. After all, this is about bikers, right?

Steve and Ellen
Wilmington, Ohio

The Sturgis Question

I returned from Sturgis this past Saturday with one burning question in my mind. For the entire 1,000-mile ride, why do I keep going back there?

Is it the horrendous traffic partially due to TVs and trailers and the inability of the local officials to control it? Or could it be the comfortable, affordable, and ever-so-abundant lodging? Might it be the $4.75 beers or the $6.00 hamburgers? The price gouging on everything from gas to ice is always a plus.

The only thing we do at Sturgis is spend money. Save all year just to have money to go. We even scrimp on the trip there by skipping meals and camping roadside just to conserve until we get there—just to receive $10 parking tickets coupled with $120 towing bills for parking in one of their poorly marked parking traps either put there purposely or left there through negligence. So as if we're not spending enough, the city and towing company will just take from us through a practice that borders on extortion obviously aided and abetted by the city officials.

Without the rally, the town of Sturgis would just be another podunk bedroom community. I don't believe the city officials and townspeople appreciate the opportunity they've been given by those folks who started the event so many years and so many dollars ago.

I've come to the conclusion that I won't be returning to Sturgis for any reason in the future unless it would be to bid on providing the towing service for the rally. That's really a sweet deal. The LAST dollars Sturgis will get from me is the $10 in that yellow envelope I left at the police station on my way out of town.

R. Schuman
Holts Summit, Missouri

National Law Chart

I like having the "National Law Chart" in your magazine so when I'm traveling I know ahead of time where I can pull the helmet off. I think you should add a column to show which states allow lane splitting. With all the road construction and other bullshit that jams traffic up, it sucks to sit in traffic getting cooked by your air-cooled engine.

James O'Neal
Cyberspace

He's Alive and Well

I was looking at a past article of "Reader's Rides" the other day (April '06) about Dave Wilson. The conclusion of the piece tells the reader that in an attempt to contact Dave, the reporter (Tripper) was unable to find him. Good news, guys! Dave is alive and well. He has

recently opened a shop in rural Virginia (Louisa to be exact). His scooter did experience a minor accident, but man, is it a real beauty. If you want to do a follow-up, contact me and I'll get you his phone number.

My husband and I have a small graphics business and have been working with Dave. He's a fine man and does exceptional work. I'm hoping you'll do a follow-up article on him so that readers can find him and his shop. Real chopper lovers should have the opportunity to employ his talents!

Jennifer P. Heller
jpheller@earthlink.net

Redwood Run

Thanks for letting those bikers out there know about a real biker party—the Redwood Run.

Each year I really look forward to coming back. Of all the bike events each year this one is heads above. This is the party real bikers show up to. If you can't strap it to your bike, you ain't bringing it. No cars, trucks, or wannabes. And no attitudes except laughing.

As usual, the music rocked and Joe Bonamassa stole the show! And right in the middle of it all was *Easyriders'* Bugle. Thanks for sending him. Besides being talented, Bugle fits right in. And his was the biggest of all (his camera lens, that is).

Now for the downside. All the food was great except for the steak dinner that comes with the event. I'm still getting gristle out of my teeth.

The second lousy thing was the most disturbing—the judging of the bike show. Now there were some really qualified people there that could have been judges. But instead, there was a chick doing the judging. Don't get me wrong—I don't have anything against women. During the custom bike judging, she picked a bike that had nothing custom about it except for every chrome dingleball you can buy and hang. Mark Elder from Albany, Oregon, won the Redwood Run last year. And he won first at the Portland Easyriders show this year. But he didn't even get mentioned. Sucks! Please bring in real judges next year. And maybe some better steaks.

A.P. Pence
Redding, California

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Easyriders

"I like using old car parts on my bikes wherever I can," says SO-CAL Speed Shop's resident bad-boy Jimmy Shine. "I like a bike that's all hot rod inspired." Like this one. The car parts? Well, start by checking out the foot controls. They're 1928 Model A Ford pedals. Jimmy cleverly reworked them and paired them up with some vintage Harley floorboards. "I cut those A-bone pedals up and re-designed them, making my own bushing packs," he says. "I think they're bitchin'. It's just gettin' kinda hard finding a set that isn't worn out and still have those nicely defined serrations."

It wasn't hard finding much else to put this bobber-style ride together, though. It just took some time—about a year and a half—and of course some talent. Making things easy on himself, Jimmy started with an

Jimmy Shine's SO-CAL Hot Rod Harley

Shine On!

Atlas frame perimeter. "I've used some Atlas frames before," Jimmy says, "and I really like them." So this time, not having a frame jig himself but knowing what he wanted, Jimmy was able to go up and visit with Dick at his shop and layout this frame, telling the boys at Atlas what he planned for tire sizes and so forth.

Leaving the layout basics to Atlas, setting the neck angle, squaring the rear axle, building in the engine and trans mounts, Jimmy was free to expend his energy elsewhere, like taking a couple of low-dollar, off-the-shelf parts from CCI—a gas tank and rear fender—and putting his special touch to them. He cut, reshaped and re-arched that rear fender to nicely hug the Avon Speedmaster tire, adding some finishing ribs, hems and a hand-formed mounting bracket to wrap around a cut-down Sparto taillight along the way.

Jimmy had the whole gas tank and rear fender chrome-plated, then he back-masked them both so the parts could be painted black with that chrome peeking through with a little gold pinstripe accent. "Something else I

really like is old-time badging," he says. "If you look at all the early cars and motorcycles, they all had these wicked-cool badges and logos plastered on them." So Jimmy developed one of his own, taking a piece of aluminum and shaping and hammering it to fit the side of the tank in the location he wanted. He also made the oil tank, starting with a 6-inch length of aluminum tube and welding in the ends. Doesn't look it, though. Jimmy built up all the welds so he could then file everything down smooth and make the tank look like it might be a cast, manufactured piece. Nice touch.

We really dig the trick Jimmy played with the transmission. He mounted it just a bit lower in the frame. "What that does," he says, "is give the illusion that the bike is actually lower than it really is, because the chain final drive climbs uphill to the wheel sprocket." It looks cool, works great and there's plenty of ground clearance.

Jimmy's fabrication extended to the all-stainless exhaust and then up to the handlebars. Loving the look of that Harley Springer front end with everything tapered and sweat-fit together, but hating what happens when you just bolt on a set of handlebars, he made up his own. He made things appear as one fluid piece. "I made the handlebars one continuous arc," he says, "and the mounts and risers mimic the lugged construction on the front end itself."

For motor-vation Jimmy deferred to veteran Top Fuel pro Bill Chambers who whipped up an 88 incher using an Evo lower end, shovel barrels and STD panheads. The carburetor is an S&S E, that Jimmy made old-timey vintage by taking the whole thing apart and having it coated with Chemfilm. "It's a finishing process for aluminum that turns the metal to that old funky, yellow-golden look." Typically, Jimmy says, it can be

done at any industrial plating shop. Rounding out all this old hot rod vibe are the brake parts, the backing plates and so forth; they're drilled out, exactly what you'd see done to a set of 1940 Ford brakes on a highboy roadster. "I tried to make the bike fit an era," Jimmy says, "maybe the late 1950s/early 1960s." Mission accomplished.

What's next? "Well, I'm getting too old to ride these hot rods on a daily basis," Jimmy says. Right. The guy doesn't have a single gray hair and he's complaining about rigids. Anyway, Jimmy says he's thinking about maybe building some sort of custom bagger now. Hot rod inspired, no doubt, probably with shades of Elvis and a '58 Duo-Glide thrown in. Check possible progress at www.jimmyshine.com. *—Joe Kress*

Owner: Jimmy Shine
City: Orange, California
GENERAL
Designer: Jimmy Shine
Fabrication: Jimmy Shine
Year/make: 2005 Special Construction
Model: Bobber
Assembly: Jimmy Shine
Time: 1 year
Chroming: Quaker City Plating
ENGINE
Year: 2005 Evo/shovel/pan
Rebuilder: Bill Chambers
Displacement: 88 cubic inches
Cam: Andrews
Ignition: Dyna 2000
Carb: S&S
Air cleaner: Phil's Speed
Pipes: S.S. by Jimmy Shine
TRANSMISSION
Year/make: 2005 JIMS
Shifting: 5-speed
PAINTING
Painter: Abe Rodriguez
Color: black and red
Type: PPG
FRAME
Year/make: 2005 Atlas/Shine
Type: rigid
Rake: 31 degrees
ACCESSORIES
Handlebars: Jimmy Shine
Handlebar controls: Jimmy Shine
Fenders: CCI, modified
Headlight: 1950s spotlight
Taillight: Sparto, modified
Pegs: Harley-Davidson boards, modified
Foot controls: Model A Ford, modified
Gas tank: CCI, modified
Oil tank: Jimmy Shine
Seat: Hidecore
Grips: Hidecore Leather
FRONT END
Type: 1948 Harley-Davidson Springer
Builder: V-Twin Mfg.
WHEELS
Make: Sunn rims, stainless spokes
Size: 21-inch front, 16-inch rear
Tires: Avon Speedmaster
Brakes: Harley-Davidson drum, mechanical front, hydraulic rear
Photos: Rick Hustead

PartsBox

Light up the sky with a custom LED fender tip light

You can light up your bike's rear fender with a custom LED light module from Billet Boys. Each LED light module assembly features the brightest tail and brake light on the market, they say. The LED light modules come fully wired and assembled. Each module fits inside the stock fender light housing. The Billet Boys fender tip LED light modules are designed to fit all FLST and FLH models.

The Billet Boys fender tip LED light modules are fabricated from epoxy-glass circuit boards and mil-spec light emitting diodes, (LEDs). All Billet Boys LED modules are wired with factory type connectors for convenience. The Billet Boys Finder Tip Light has an MSRP of $99.95.

Billet Boys products are available from Billet Boys at 510-471-3026 or visit www.billetboys.com.

Slick forward controls by Bare Knuckle Choppers

Bare Knuckle Choppers makes these slick forward controls for custom applications. They feature ball bearing motion and no visible fasteners. Constructed of 1018 mild steel and 6061-T6 aluminum, they can be ordered raw or chromed, or even powdercoated black. The controls are available for weld-on or bolt-on Softail applications. Special order options include setup for cable or hydraulic jockey shift.

Call Bare Knuckle at 636-745-3316 or hit them on the Web at www.bareknucklechoppers.com.

Horn covers with attitude and style

Chrome Dome Motorcycle Products makes novelty horn covers for Harley-Davidson applications. Produced in the USA, the covers are chrome-plated. Sculptor John Ketner has partnered with long time Harley enthusiast Dennis Hancq to produce these highly detailed pieces.

They currently offer Skull covers with or without handmade glass eyes and with your choice of six different LED colors. An American bald eagle head is also available with optional LED in eye, with same choice of colors.

Call Chrome Dome Motorcycle Products at 800-951-1980 or visit them on the Web at www.chromedomemotorcycleproducts.com for information.

Plug-and-play fun with Cobra's new fuel injection tuner

Cobra Engineering's Fi2000R O2 is the latest addition to the Company's popular line of plug-and-play digital fuel-injection tuners. These first units are for the 2007 Harley-Davidsons. Units for other brands that use exhaust systems equipped with oxygen sensors will soon follow, says Cobra Engineering.

"The 2007 Harley-Davidson model lineup is entirely fuel-injected and uses a closed-loop system," says Tim McCool, president of Cobra Engineering. "Our new Fi2000R O2 will allow riders to tune their engine's fuel so their bike will run properly while using the factory oxygen sensors to meet emission requirements."

The Fi2000R O2 retains the same ease of use and installation as the rest of the Fi2000R model line-up. Each also comes preset for individual make and model, so users should not have to do anything other than plug in the unit and ride.

The new Harley engines utilizing oxygen sensors and closed-loop technology for 2007 possess lean air/fuel mixtures. This leanness can rob power and make the engines run very hot. The Fi2000 O2 digital fuel processor is designed to work with all H-D exhaust systems (stock or aftermarket) equipped with oxygen sensors in place. It was designed to accurately adjust the engine's air/fuel ratio for optimal operation.

Check www.cobrausa.com for a dealer near you, or phone 714-692-8180 for a free catalog.

Crystal-Glo holiday gift set

For their 20-year anniversary, Crystal-Glo Manufacturing announces a holiday promotion. Crystal-Glo Gift Set (a $42 value) makes the perfect gift for only $29.99. The gift set contains everything needed to clean, shine, and effectively protect virtually every surface of a motorcycle. Packaged in a clear carrying bag, the kit includes the full original Crystal-Glo motorcycle line in regular sizes.

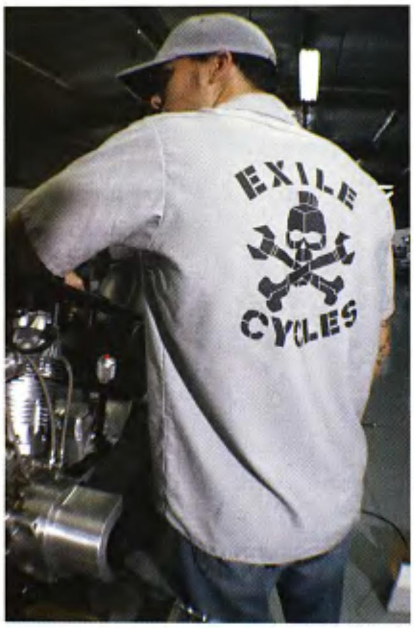
Celebrate Crystal-Glo's 20th by calling 800-263-0887 or visit them online at www.crystal-glo.com.

Fat rubber on a budget for the '89-'99 Softail

Doherty Machine has recently introduced a new FAT 200 conversion kit that retails for a fraction of their original unit. The set up is a complete kit and allows you to run up to a 200mm rear tire. Each kit includes everything you are going to need with the exception of a fender and tire. You'll get a chrome-plated 60-spoke rear wheel with steel hub and correct offset, front and rear sprockets, chain, axle assembly, splash guard, gaskets,

seals, spacers and necessary hardware. The entire package is priced to retail under $1,000.

Check all the details by calling 928-541-7744 or visit them online at www.dohertymachine.com.



Exile Cycles threads

Exile Cycles released a complete line of apparel and goodies just on time for the holiday season. The people at Exile have been working on a retro-style shop shirt for a while; now it's ready to wear in either black or white. You can look like a rock star and get cozy in Exile's thermal shirts, modeled last summer by their mate Gilby Clarke on the CBS television show Rockstar Supernova. There's also a new line of Exile gloves arriving for the winter season and a full range of stocking stuffers like cell phone cases, shot glasses, mouse pads and hats. There's also something for women and kids.

You can see it all on the Web at www.exilecycles.com.

Transmission cover hides bleeder and lines

Jaybrake's hydraulic transmission cover features a sight glass for oil level and hides the bleeder and banjo bolt on the bottom for a very clean look. The part's double seal design ensures long lasting performance. Each cover is designed to fit most stock Harley-Davidson transmissions. Jaybrake hydraulic transmission covers are designed to work with Jaybrake master cylinders.

Jaybrake's hydraulic transmission cover comes polished for $249.95, chromed or black anodized for $299.95.

Go to www.Jbrake.com for details.

Bulletprüf flamed forward controls

These flamed forward controls from manufacturer Bulletprüf are available from MC Advantages and are made from chromed billet aluminum. They are designed to fit '84-'99 Harley Softails. Matching grips are also available to complete the look. Call MC Advantages at 800-726-9620 for pricing and information or visit www.mcadvantages.com.

Hose clamps worthy of a custom bike

Pi-Thon Design wonders why would anyone use utilitarian hose clamps on such a vehicle? Instead, Pi-Thon offers Hose-Lock, a three-piece billet aluminum compression fitting consisting of a center compression ring and two outer body halves that thread together. When tightened, the Hose-Lock compression ring cinches securely around coolant hoses, low-pressure fuel lines and almost any other connection where you would

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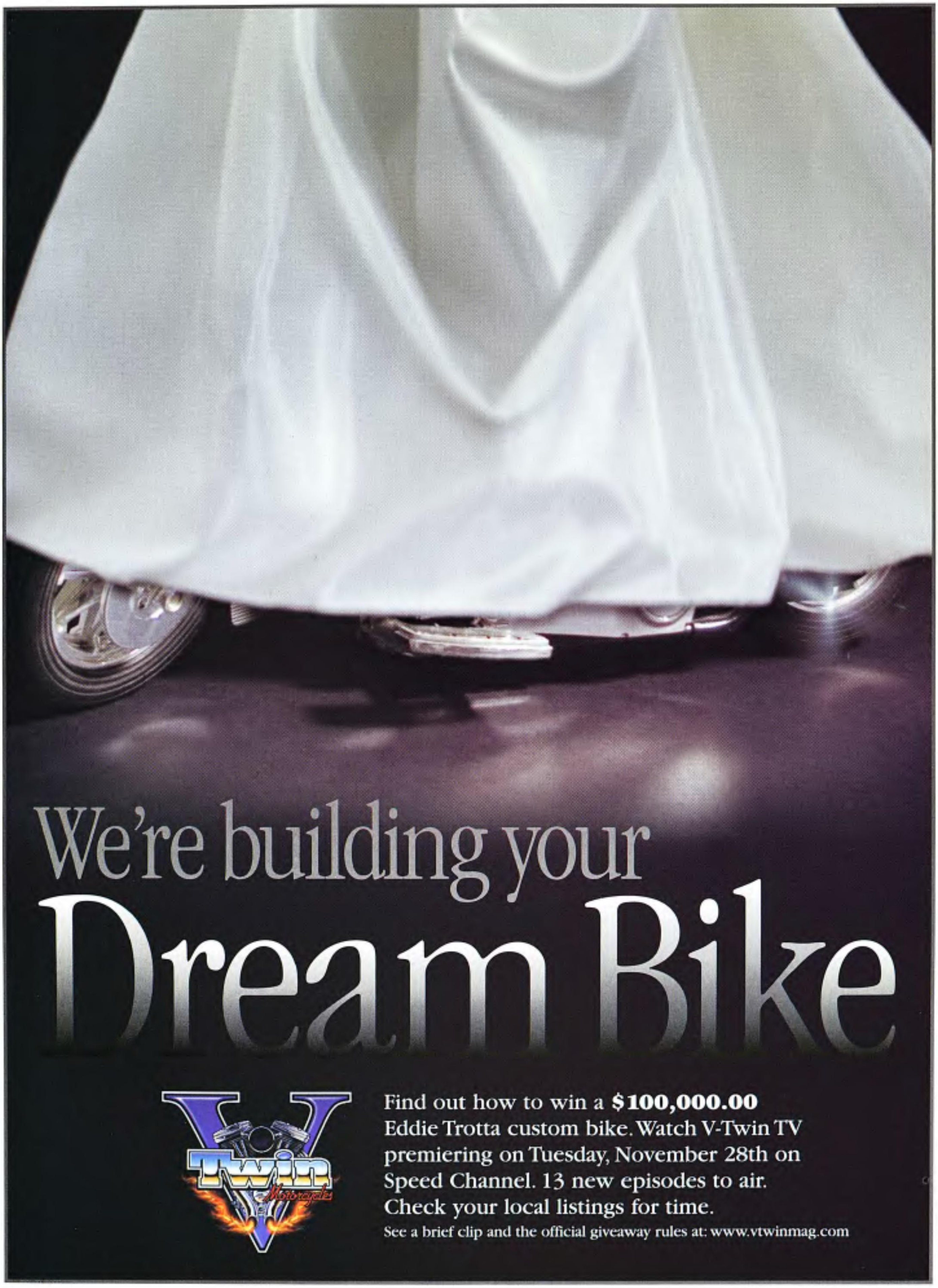
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See a brief clip and the official giveaway rules at: www.vtwinmag.com

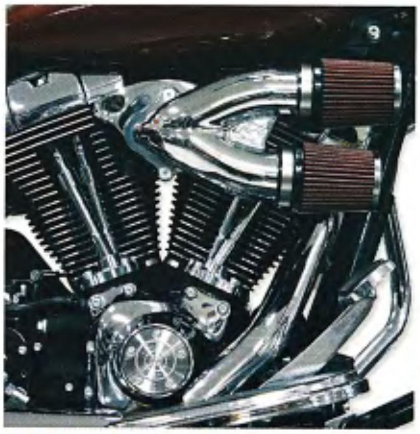
normally use a conventional hose clamp. You can choose the hi-tech cylindrical spanner style or the competition-look hex body. Pi-Thon Hose-Locks are available in several finishes as well including: as-machined, brightly polished or anodized in a wide variety of colors, including black and gunmetal gray.

For more information see Pi-Thon's Web site at www.pi-thon.com or contact Pi-Thon Design at 805-383-1665.

Floor tiles for the showroom and the garage

Custom bike owners and dealers who want to create interesting floor patterns and designs to display their best work or liven up their showroom floor can use the Racedeck system. Easy to install without tools, this modular floor system is offered in a variety of custom colors. Racedeck modules can be ordered in eye-catching and functional surface styles including: diamond plate, high-gloss tough shield, traditional coin top, roll out FastDeck and open air free flow. With all the colors, shapes and both 12-inch and 18-inch modules to choose from, custom design possibilities are unlimited and can be easily laid out to complement your surface. Impervious to chemicals, oil, grease and petroleum products, Racedeck provides a cushion between you and the floor.

Visit the manufacturer's informative Web site at www.racedeck.com and be sure to check out the interactive floor design option. For additional details call 800-457-0174.



S&S Cycle Single Bore Tuned intake

S&S Cycle's Single-Bore Tuned Intake is machined from 6061-T6 billet aluminum alloy and is chrome-plated. This new intake is compatible with stock carbs, S&S carbs, and Delphi fuel injection. It features a custom inlet port that was created to increase power and torque across the charts, S&S says. All of this extra effort was necessary to give S&S customers the most power available from their engine.

With a suggested retail price starting at $654.90, this product is available through S&S dealers. Visit www.sscycle.com today for more information.

Mono-shock Sportster/Buell conversion frame

Inspired by vintage Vincent motorcycle frames, Redneck Engineering has adapted their new mono-shock curved backbone frame to use the engine as a stressed member (below).

With no downtube or rails under the engine, the resulting silhouette offers a dramatic departure from what's commonly seen on the custom bike scene. Available as a frame only or with several styles of sheet metal, the Sportster/Buell conversion frame can be built to accommodate rear tires up to 330mm.

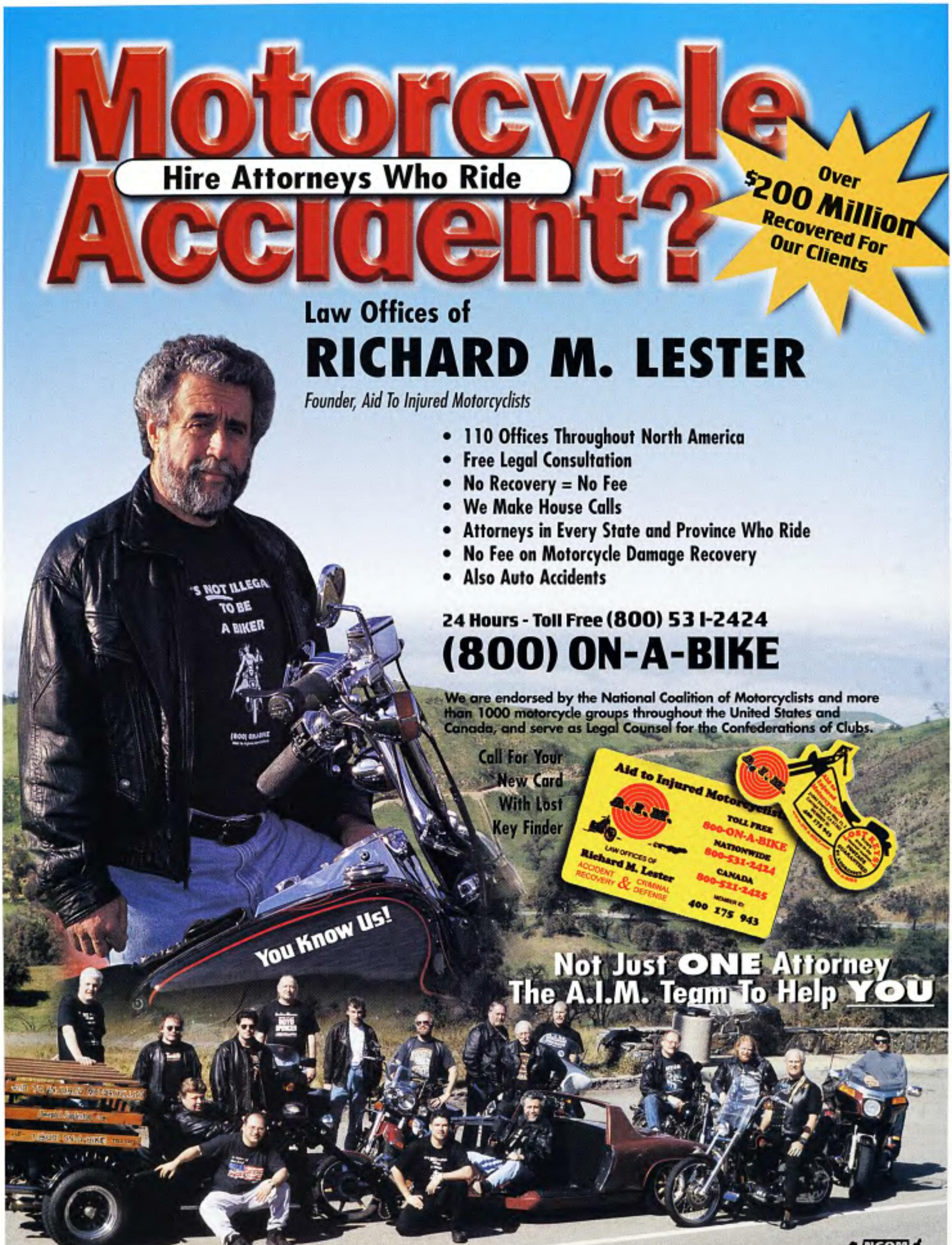
Go to www.redneckengineering.com to find more about this frame.

A do-rag that won't fly away

Stazzon manufactures and markets cotton do-rags designed to stay on riders heads when traveling at high speeds and when removing their helmets.

Stazzon also offers custom do-rags that match your paint schemes. They can also use photographic or embroidered logos for motorcycle clubs, companies and event organizers. Stazzon Do-rags are currently available online and at a number of national and regional rallies and through dealers.

Call Stazzon at 512-343-8176 for information or visit www.stazzon.com.



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NCOM

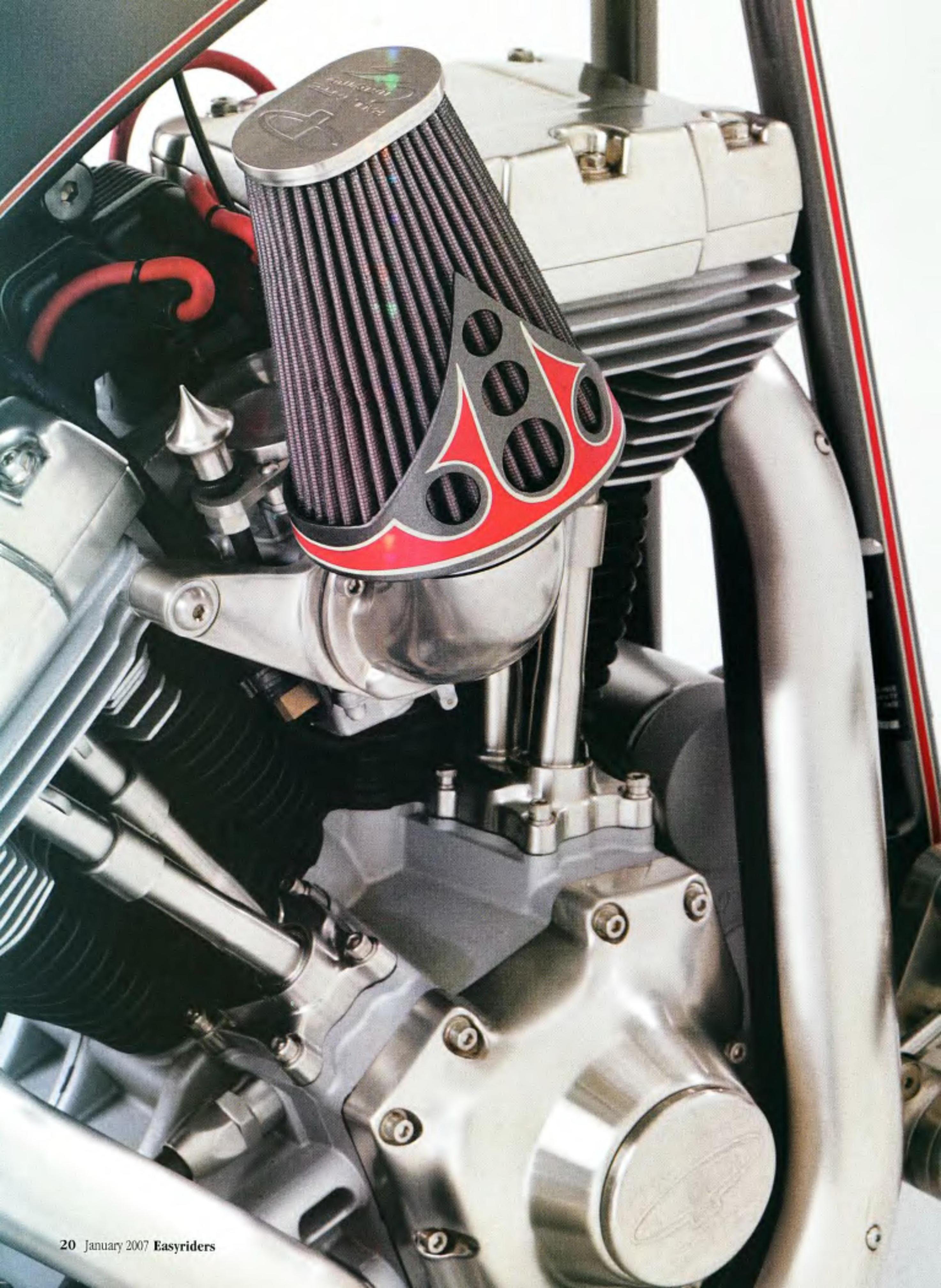
Paul Yaffe Vs. Zombie 2

Sturgis Chop

Each year Paul Yaffe likes to conjure up something cool to ride to Sturgis. You're looking at 2004's Black Hills scooter, Zombie 2. We're not talking a sequel to a Roger Corman shock flick, but the bike apparently did mesmerize one of the very first people to see it when Paul rode up to Sturgis. That would be the bike's owner Bruce Bettridge, the deal

made over dinner the year prior at Jake's in Deadwood. If you're wondering why you never saw this bike at any of the shows, it's because it never got past its Sturgis debut.

This bike all began with a new tank design called Zombie 2. "It was a tank that was supposed to go into production and I set off both to build a good riding bike for Sturgis and one that fit that tank well. At the same time the bike would also showcase our new GT wheels," says Paul.



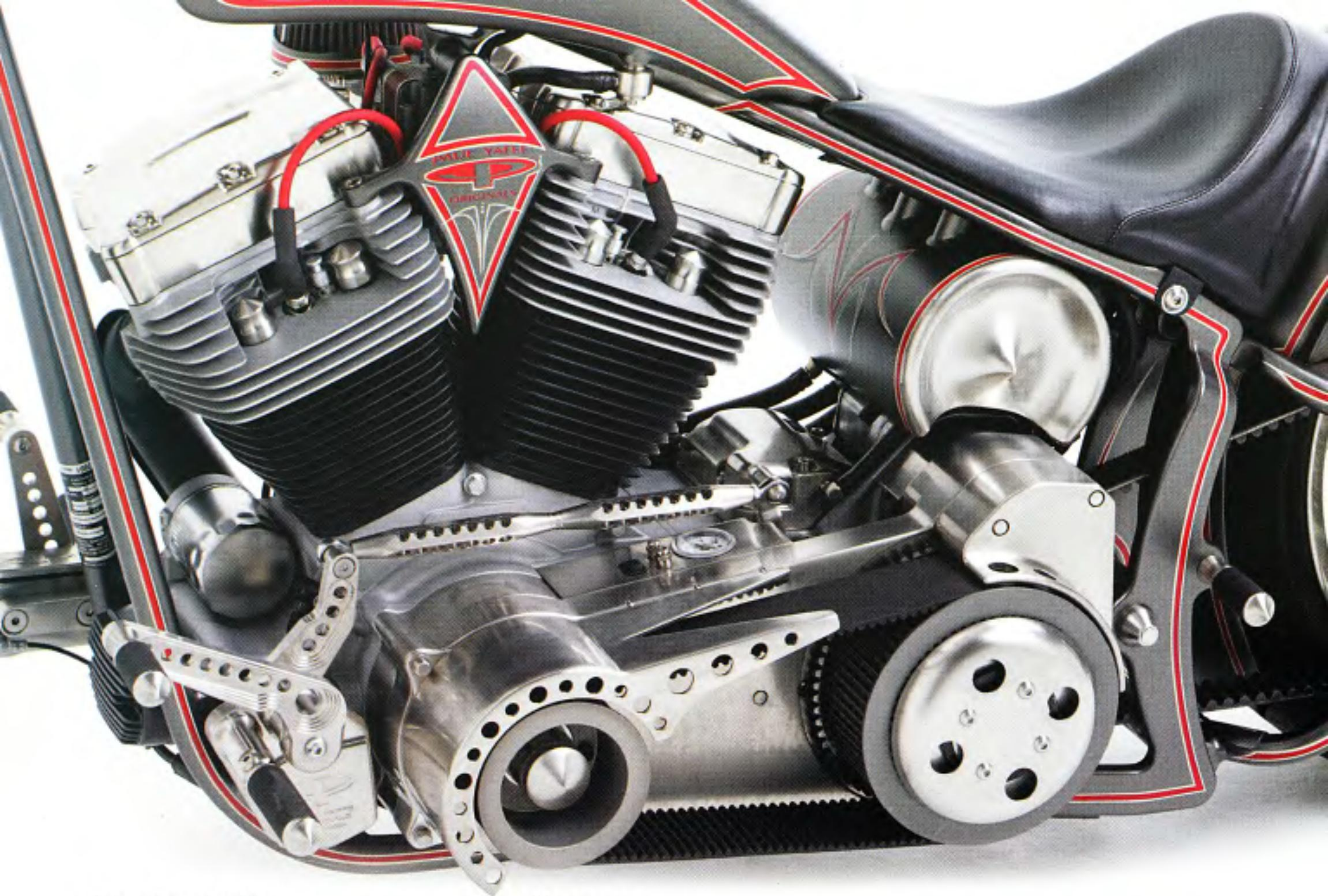
Interestingly, the wheels' design was inspired by the aftermarket GT steering wheel Paul had on his Camaro in high school. While the wheels went into production, the Zombie 2 gas tank is on hold, only two made, one appearing on the Sturgis Chop. As far as the choice of frame, Paul and his PYO crew selected one of their Extreme Chopper frames. While they normally crank it out to a 40-degree rake, they went for 48 degrees plus 6 degree trees for a total of 54 degrees. "I wanted to build something longer and leaner looking. I rode it 1,800 miles to Sturgis and 2,200 on the way home. Even with the long front end, it rides like a stock bike, very easy to handle and fun in the canyons. I won't go to any length to shock somebody's eyes if you can't jump on it and ride it across the country."

Painted by Billy Crisp, Paul went for a flat look with the pewter gray paint, something not seen too often at the time, then complemented the elegant color with a bunch of nickel plating. As an extra perk, Paul made up a front fender for the bike on which he added the Sturgis logos and "Paul Yaffe's Sturgis Bike '04" all of which was placed in a glass display case and presented to its new owner. "I know Bruce is having a good time on it. I see him riding it every time I go to Vegas for Bikefest."

Many of the components seen on the Sturgis Chop are now offered by PYO including the sheet metal, forward controls, grips and pegs, the front end and the Extreme Chopper frame. CCI also offers Paul's design for the Skirt-blowers pipes with their removable velocity stack tips that allow you to go from the sound of an open 2-inch drag pipe to a rap-rap trumpet effect. Says Paul, "I usually wore an earplug in my right ear when I rode that bike."

Currently, Paul's about to unveil his 2007 Easyriders Tour Bike as well as a totally new line of production choppers called "Newstalgic." Like Paul says, "Old-school has a new teacher." And who knows, the Zombie 2 tank might be scaring up the competition. For news about it and the selection of PYO custom parts, check out the PYO Web site www. paulyaffeoriginals.com.

—Paul Garson



Owner: Bruce Bettridge
City: Phoenix, Arizona
GENERAL
Designer: Paul Yaffe Originals
Fabrication: Paul Yaffe Originals
Year and make: 2004 Paul Yaffe Originals
Model: Sturgis Chop
Assembly: Paul Yaffe Originals
Time: 8 months
Chroming: Gold Tech
ENGINE
Year: 2004
Model: Harley-Davidson
Builder: Harley-Davidson
Ignition: Twin-Tech
Displacement: 95 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: stock
Heads: stock
Cam: factory
Lifters: Harley-Davidson

Carb(s): Kehin CV
Air cleaner: Twin-Tech
Pipes: Skirt Blowers/CCI
Transmission: Harley-Davidson 5-speed
Modifications: Gates belt final drive
Shifting: foot
PAINTING
Painter: Billy Crisp
Color/type: grey
Special paint: Ron Hernandez
FRAME
Year: 2004
Builder: Paul Yaffe Originals
Type: Extreme Chopper
Rake: 48 degrees; 6-degree trees
Modifications: Paul Yaffe Originals swingarm
ACCESSORIES
Bars: Paul Yaffe Originals Z-bars
Handlebar controls: Performance Machine
Fenders: Paul Yaffe Originals Tweak bar/
Paul Yaffe Originals Fatty 105
Headlight: Ness
Taillight: Paul Yaffe Originals Lantern Perch
Front pegs: Paul Yaffe Originals Ali Baba
Gas tank: Paul Yaffe Originals Zombie 2
Oil tank: Paul Yaffe Originals Moon Tank
Oil system: H-D/Paul Yaffe Originals oil cooler
Seat: Guy Tieman
Mirrors: Paul Yaffe Originals billet mirror
Grips: Paul Yaffe Originals
FORKS
Type: hydraulic

Extension: yes
Builder: Paul Yaffe Originals
WHEELS FRONT
Size: 21 inches
Make: Paul Yaffe Originals GT
Tire: Metzeler
Brake: Hawg Halter
WHEELS REAR
Size: 16 inches
Make: Paul Yaffe Originals GT
Tire: 240 Metzeler
Brake: RC Comp
Photographer: Fesler Productions

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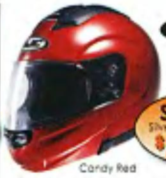

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WOMEN'S $149.99

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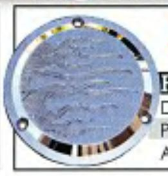

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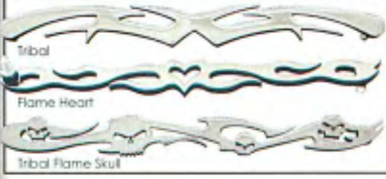
SHIFT LINKAGE



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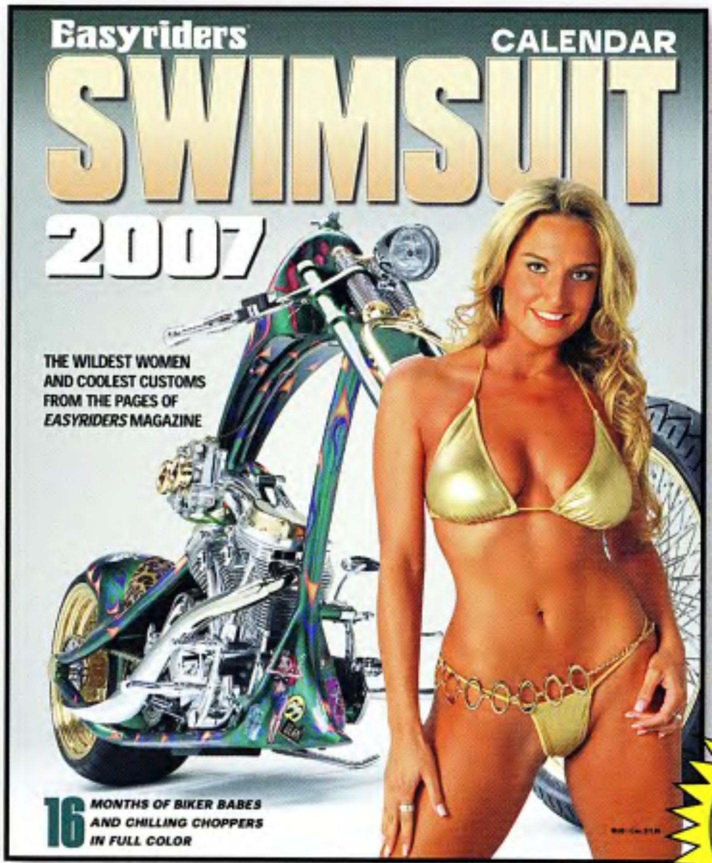

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Premier Postage's Special Edition Postage Sheets

ARTWORK OF DAVID MANN HONORED ON U.S. POSTAGE

Premier Postage recently announced the release of a commemorative sheet of U.S. Postage stamps that feature the artwork of legendary biker artist David Mann. This commemorative sheet issue honors the late artist and marks his work's first appearance on U.S. postage. The 8.5 x 11-inch commemorative sheet features nine oversized first-class U.S. postage labels of David Mann's famous *Ghost Rider* art, plus a rare *Fight For Your Rights* label.

Unlike traditional postage stamp releases by the U.S. Postal Service, this is a private venture by Premier Postage along with Pitney Bowes, an authorized customized postage vendor, to bring these products to the consumer. Following the inaugural launch of the official David Mann postage, Premier Postage will continue to offer special edition commemorative postage sheets featuring Mann's artwork.

Image: Premier Postage

The 2006 Series Premiere edition of the David Mann postage commemorative sheet retails for $19.99 and will be available for purchase for a limited time, after which it will be archived. A matted and framed version is also available for an additional $40. These products are not available in U.S. post offices. Get yours by going online to www.premierpostage.com. —*Scoot*

HELMET LAW DECLARED UNCONSTITUTIONAL

In Santa Cruz, California, Judge Michael Barton has declared that 11 tickets issued to Richard Quigley for violating the state's helmet law were unconstitutional and void for vagueness, only as it pertains to Richard Quigley. Barton found that the California Highway Patrol is the only state agency authorized to adopt reasonable regulations establishing specifications and standards, yet failed to do so. Judge Barton ruled that without those standards, the CHP officer's subjective opinion on what qualifies as a helmet is not sufficient to issue a ticket. "Wherefore, it is the finding of this court that the charges against the defendant in the above-entitled cases be dismissed, with prejudice, on the grounds that the statute, CVC §27803(b), as applied by the citing officers, is unconstitutional.".

The case is now proceeding with a civil suit for Declaratory Relief which could lead to a statewide injunction. Richard Quigley and ABATE of California are working together with attorneys Lascher and Lascher and if you can help, make out a check to Judicial Fund, C/O ABATE of California, 10240 Seventh Avenue, Hesperia, CA 92345. —*Kit Maira*

Shack Of Shame

NEW JERSEY SENATOR FRANK "MISCREANTS" LAUTENBERG

Back in the 1990s, only one person, actor Gary "Tennis Shoes Up" Busey, ever made it twice into our infamous and well-deserved Shack of Shame. Also back in the 90s, US Senator Frank R. Lautenberg, of New Jersey, received his first Shack of Shame by (among other things) referring to all motorcyclists as a "bunch of miscreants." Well, looks like Frank is gonna receive his second Shack of Shame right along with Busey! As far as I'm concerned these two helmet-loving miscreants deserve each other.

However, never content (and always with a miserable scowl on his face), Lautenberg called for another national law helmet law. That didn't work either. A MRF press release dated May 12, '05, stated: The US Senate soundly defeated, by a 69 to 28 vote, an amendment offered by Sen. Frank Lautenberg (D-NJ) that would have reinstated federal penalties on states that do not have mandatory laws.

Once again, Lautenberg was pissed at his sound defeat, but that still didn't stop him. On September 12, 2006, he wrote a letter to all US Governor's begging for help to reinstate a national adult mandatory helmet law. As you can all imagine the first part of his letter was nothing but the usual bunch of dribble. It was the last paragraph that read: "All-rider motorcycle helmet laws save lives, and it is urgent that we come to grips with this national epidemic. As further legislation is contemplated to address the problem, please let us know if your state plans to take action to pass or repeal motorcycle helmet laws. We would appreciate hearing from your staff on this matter; please feel free to have them contact my senior transportation counsel—

CONTINUED ON NEXT PAGE

Easyriders 35th Anniversary Super Subscription Sweepstakes Winners

Grand Prize: The winner's choice of five different 2007 Harley-Davidson Motor Company model motorcycles, with a custom *Easyriders* 35th Anniversary paintjob; or...take $18,000 cash!

Grand Prize Winner: $18,000 Cash
Robert Glende, Rochester, New York

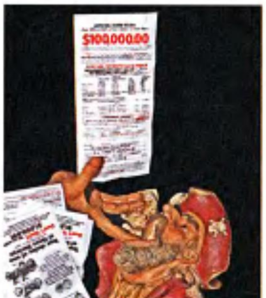
When 54-year-old Robert Glende of Rochester, New York, received a phone call from *Easyriders* headquarters recently, he was doubly shocked and surprised, unable to believe that he had just won his choice of one of five 2007 Harleys or $18,000 in cash. While he knew how incredible the new 2007 Harleys are, Robert more desperately was in need of a new car, considering that his old rust bucket was falling apart.

Aiming to buy an economical vehicle with a good warranty, Robert will soon buy himself a new cage for just under the $18,000 price tag. Expressing his deep appreciation to *Easyriders* for having won, Robert remembered his teenage days when he rode a Honda 750, before diabetes and arthritis hindered his ability to ride.

One way Robert reminisces about the lifestyle is to read and re-subscribe to *Easyriders* and *In The Wind* magazines. After sending in just three entries and reading *Easyriders* and other Paisano Publications for over 10 years, Robert's subscription renewals and stamp-licking talents finally paid off. He told us that his favorite part of the magazines are the pictures sent in by real enthusiasts, such as himself. Robert's win just goes to show our readers that, with a faint spark of hope, a few stamps, and a couple sweepstakes entry forms, reading our rags can vastly enhance one's garage, and, or wallet.

Why miss out on an opportunity to win? A new Harley-Davidson or lots of cash may be just a few licks away. See the ad in the March issue of *Easyriders* to find out how to win! *—Lindsay Dove*

Photo: Kim Peterson



In addition to the Grand Prize winner we also had a total of eight additional winners for other major prizes:

First Prize —
Paul Clute, Hollywood, Fla.
$10,000 Custom Flame Paintjob by: David Perewitz, Cycle Fabrications,

Second Prize —
Dale DeSoto, Fresno, Calif.
TP Engineering's $10,000 Pro-Series Engine

Third Prize (5 Winners) —
Madison Lingenfelter, Rowlett, Texas
F.H. Staley, Upper Marlboro, Md.
Chance Rippentrop, Batavia, Ill.
Charles Price, San Bernardino, Calif.
Ivan Muniz, Evergreen Park, Ill.
Gift Certificates for $1,000 Each From J&P Cycles

Fourth Prize —
Rich Kluge, Kennedale, Texas
$3,500 Custom Cycle Control Systems

Sen. Lautenberg CONTINUED

David Matsuda at 202-224-3224—at their convenience in order to have this information to develop appropriate legislation," that clearly showed that this was a desperate drowning politician grasping for a straw.

Folks, I'm sure that most US governor's, including their aides, do not appreciate being told what to do (or even requested what to do), by the likes of loser Sen. Frank Lautenberg. Any governor worth his salt would consider this as nothing but typical Lautenberg "junk mail" and into the shredder it goes! 'Nuff said. *—Twiggy*

Coast To Coast

Biker News

PRESIDENT BUSH IMPRESSED WITH HARLEY-DAVIDSON: President George W. Bush became only the third American president to visit Harley-Davidson when he toured the York, Pennsylvania, plant on August 16, but told reporters, "I'm just looking so far."

Cheers and applause erupted inside the Harley-Davidson Inc. vehicle operations plant when Bush straddled a blue and white Softail and revved its engine again and again.

After meeting employees, Pres. Bush shouted, "I'm impressed with the quality of the product here," over the sounds of the assembly line. "I'm impressed by the fact that these people really enjoy what they're doing," Bush told national and local media.

Later, following an economic sit-down discussion with company workers and management, Bush vowed to make the quality American product he'd seen first-hand open to more international markets. "There's a direct correlation between exports and jobs," Bush said. "The more Harleys that are sold in places like China, Vietnam and India, the more likely someone is going to be able to find work."

Bush also promised to help make permanent business tax credits for research and development, citing the company as a model for"one of America's finest products." Well said.

MORE MOTORCYCLES, MORE NOVICE RIDERS: Not everybody is screaming bloody murder over rising

CONTINUED ON PAGE 30

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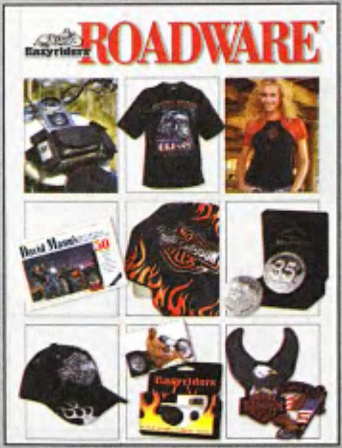

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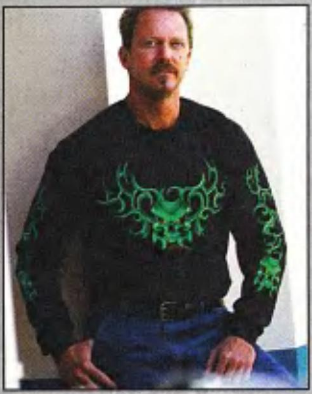

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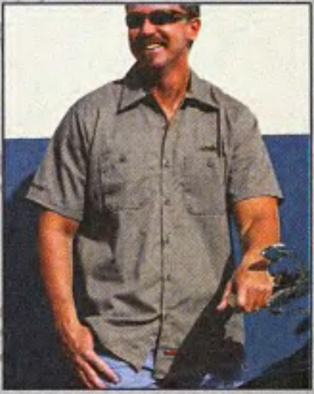

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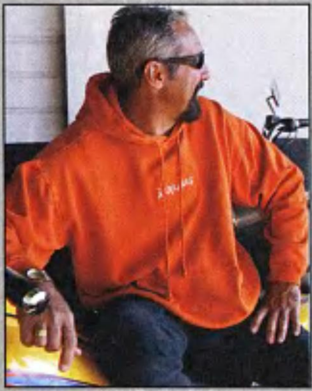

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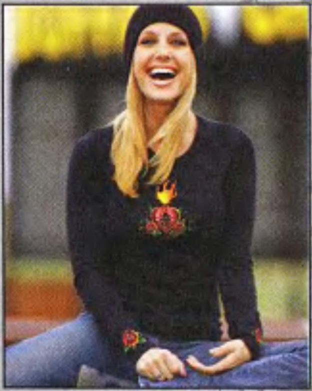

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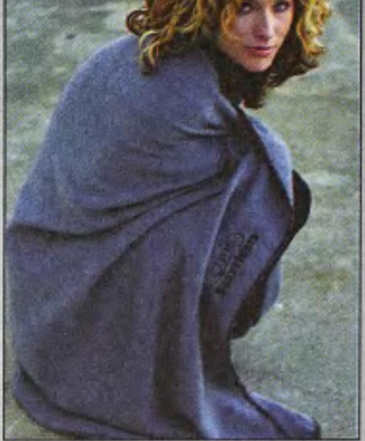

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Biker News CONTINUED

gasoline prices, reports Consumer Affairs.com—motorcycle manufacturers are ecstatic.

According to the Motorcycle Safety Foundation, more than 350,000 people will take its new-rider course in 2006—a 10% increase over the year before. So many people want to ride that there's a waiting list for the class. The wait can sometimes take months.

The Motorcycle Industry Council, also based in California, knows the number of riders is rising rapidly. Sales of motorcycles and scooters climbed 8% in the first quarter of 2006, compared to the same period of last year, and are expected to continue this upward spiral.

Because of rising fuel prices, there are a lot more novices on motorcycles. In fact, the AMA reports that 35% of motorcycle owners plan to be on their bikes more as a direct result of pumped-up prices at the pump. The typical motorcycle gets 50 miles per gallon of gas, while the average passenger car gets less than half of that—22.4 miles.

WHO WANTS HELMETS: The World Health Organization (WHO), a specialized health agency of the United Nations with 191 member states, is stressing the need for mandatory helmet laws worldwide and has published a road safety manual giving technical advice to governments on how to assess current helmet use and design programs to increase helmet wearing.

According to their estimates, motorcyclists account for more than 50% of the 1.2 million killed in road crashes every year, mostly from low and middle income nations, which is why the WHO is intensifying efforts to support governments to increase helmet use through their new publication - *Helmets: a road safety manual for decision-makers and practitioners*.

"We want to make helmet use a high priority for national public health systems," says Dr. Anders Nordström, Acting Director-General of WHO.

Many countries have succeeded in raising rates of helmet use through adopting laws that make helmet use compulsory, enforcing these laws, and raising public awareness about the laws, as well as the benefits of helmet use, according to WHO.

The manual will be implemented in a number of countries over the next two years, starting in the ASEAN region through the Global Road Safety Partnership's GRSI initiative, but extending to cover countries from Latin America, Africa and the Middle East.

CANADIAN CITY INSTITUTES "NO COLORS" POLICY: "Wearing colors of known criminal biker gangs is now officially unwelcome on city property," the *Alberta Daily Herald Tribune* reported, as Grande Prairie Mayor Wayne Ayling put up the first no-gang-colors policy sign on the front doors of City Hall to officially start the city's public campaign against criminal biker gangs. Guess he figures those "types" of people don't need to do business at City Hall.

He said although Grande Prairie is the first city in Western Canada to have such a program in place, three other major cities in Ontario (Barrie, Durham, and Toronto) already have similar programs.

Ayling said the goal now is to get local businesses to put up no-gang-colors signs on their premises, though he admitted that may be a hard sell for some local businesses.

Mark Rodacker is manager of Countryside Motor Sports Inc., which deals with many clients who are into motorcycles. He felt the policy was "ridiculous" therefore his business wouldn't be involved with the program. "They seem to label anyone who owns a motorcycle as a biker and that being part of a biker club means they're going to be bad. They're stereotyping all bikers," he said.

"Keep going, I'm beginning to see some signs of life!"

WEIRD NEWS: NEW STAMP ISSUE MISSPELLS "MOTORCYCLE": The U.S. Postal Service recently, with great fanfare, issued a new set of stamps depicting motorcycles. Collectors who buy copies issued on the first day the stamps are available can get them with a special commemorative postmark. Unfortunately, the colorful postmark issued during the Sturgis Rally in South Dakota misspells it "motorcyle."

Having discovered this, the USPS announced Friday that new orders for first-day envelopes will have a corrected postmark—unless the buyer wants it spelled wrong. In that case, they can still order the version with the incorrect postmark. Just include a note asking for the incorrect version.

Any collectors who already have misspelled versions can trade them for the corrected version by sending them to: Information Fulfillment, Dept 6270, US Postal Service, PO Box 219424, Kansas City, MO, 64121-9424. *—Bill Bish, NCOM*

Health Care

GOT DISCRIMINATION?

The loophole in our nation's current health insurance code that allows some self-insured employers to discriminate against motorcyclists has been around for five years now. Since 2001, the MRF and the AMA have both had this item on the federal legislative agenda in some fashion. Currently, HR 2793 in the House and S 577 in the Senate are moving through the legislative process. Progress has been slow, if not non-existent for a few months, and while we expect to be adding co-sponsors, no real committee movement has happened.

Not abandoning efforts yet for this Congress, I continue to push for co-sponsors, as well as meet with legislators and committee staff to move the bills forward. In order to continually improve our chances of passing the legislation, I decided we need some more information from the field.

The MRF needs your help in building a list of anyone who has actually been refused by his or her health insurance to cover injury because it happened on a motorcycle. The loophole clearly exists, the question is, has it been used? I know that the loophole is there and you know that too, so I need some examples of

actual discrimination. It's easy for us to tell our legislators that the HIPAA loophole can effect motorcyclists, and it's even easier for them to read the law that says the same.

What we need are examples of unpaid hospital bills and personal testimony of discrimination; a simple list of people who can stand up and say truthfully that they were refused health insurance benefits because they were on a motorcycle when they were injured.

So, think hard about your riding friends, and their friends. Try to find some personal example of the discrimination and let me know about it. Please e-mail me at jeff@mrf.org or call the DC office 202-546-0983 with any examples you can find. *—Jeff Hennie, MRF VP, Government Relations*

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

TITLE: Easyriders; Publication No.: 0046-0990; Filing Date: 10/1/06; Frequency: Monthly, 12 Issues Per Annum; Annual Subscription Price: $43.95; Mailing Address: P.O. Box 3000, Agoura Hills, CA 91376-3000; Owners: Paisano Publications, LLC, Joseph Teresi, Ellen Teresi; Known Bondholders: None; Publisher: Joseph Teresi; Editor: Dave Nichols; Managing Editor: Scott McCool. EXTENT AND NATURE OF CIRCULATION: Avg. No. Copies per issue during preceding 12 months/No. Copies of single issue Published nearest to Filing Date: A. Total copies printed – 274,634/260,541; Paid Circulation; 1. Paid/Requested Outside-County Mail Subs – 93,100/89,535. Sales Through Dealers, Carriers, Street Vendors, Counter Sales and other Non-USPS Paid Distribution: 62,372/64,660; C. Total Paid Circulation – 155,473/154,195; D. Total Free Distribution by Mail – 431/430; E. Free Distribution Outside the Mail – 2,352/1,972; F. Total Free Distribution – 2,782/2,402; G. Total Distribution – 158,255/156,597; H. Copies Not Distributed – 116,379/103,944; I. Total – 274,634/260,541; Percent Paid Circulation – 98%/98%.

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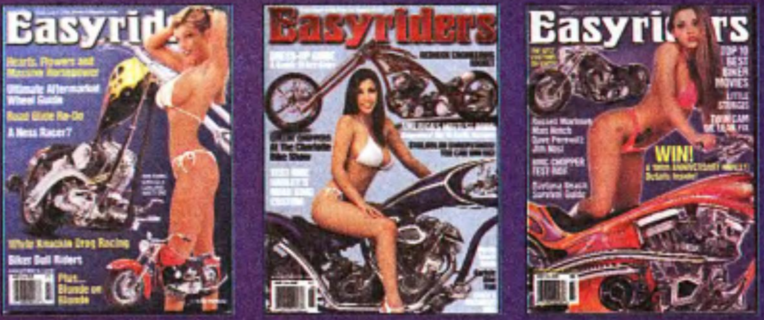

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You got it—just make a purchase of $50 or more and ask for your FREE copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

ALABAMA
Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

CALIFORNIA
Bartels' H-D
4141 Lincoln Blvd
Marina Del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO
Thunder Mountain H-D
4250 Byrd Dr.
Loveland
970-493-3137

DELAWARE
Billy Bob's Bike Barn
9598 Coastal Hwy.- Milford
302-684-5800

FLORIDA
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

H-D of Miami
19400 N.W. 2nd Ave.
Miami
305-651-4811

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

LLINOIS
Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
517-697-5525

MISSOURI
Steele Thunder Custom Cycles
142 York Dr. - Marshfield
417-468-2354

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY
Kosco H-D
1149 State Route 23
Kinnelon
973-838-8800

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

H&B Cycle
17041 Mennell Rd. - Grafton
440-926-3440

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
213 Rolling Thunder
LnWaynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Suburban H-D
139 N. Main - Thiensville
262-242-2464

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Happenings

ALABAMA
Ride For Allie
Date: Jan. 27
Place: H-D Pelham
Info: 205-243-4535
www.rideforallie.com

ALASKA
HOG Xmas Party
Date: Dec. 16
Place: TBD
Info: 907-566-0999

ARIZONA
West Side Swap Meet
Date: Jan. 27
Place: Ramada Inn, Peoria
Info: 602 434-9581

ARKANSAS
Conway Regional Toy Run
Date: Dec. 16
Place: Pawn Busters, Conway
Info: 501-908-6644

Toy Run
Date: Dec. 17
Place: Hot Springs VFW
Info: 501-617-0897

CALIFORNIA
Nor-Cal Cycle Swap Meet
Date: Dec. 17
Place: Solano Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

Easyriders Bike Show
Date: Jan. 6-7
Place: L.A. Fairplex, Pomona
Info: 800-962-9857
easyridersevents.com

Rod Custom and Motorcycle Show
Date: Jan. 12-14
Place: Cow Palace, San Francisco
Info: 209-744-8090
www.sfcustomshow.com

Easyriders Bike Show
Date: Jan. 13-14
Place: Convention Center, Sacramento
Info: 800-962-9857
easyridersevents.com

Grand National Roadster Show
Date: Jan. 26-28
Place: Pomona Fairplex
Info: 877-236-0632
www.hotrodshows.com

Autorama
Date: Feb. 9-11
Place: Cal Expo Fairgrounds, Sacramento
Info: 877-236-0632
www.hotrodshows.com

COLORADO
Harry's Roamer's Ice Races
Date: Jan. 7, 14 & 21
Place: Woodland Park, Rainbow Falls Park
Info: www.harrys-roamers-mc.org

28th Annual Colorado M/C Show and Swap
Date: Jan. 27-28
Place: Nat'l Western Complex, Denver
Info: 719-269-1721
www.comotorcycleshowandswap.com

36th Annual Tri-State Swap Meet
Date: Feb. 3-4
Place: Nat. Western Stock Show Complex. Denver
Info: www.tristateswap-meet.com

Harry's Roamer's Ice Races
Date: Feb. 7
Place: Woodland Park, Rainbow Falls Park
Info: www.harrys-roamers-mc.org

CONNECTICUT
North East MC Expo
Date: Jan. 6-7
Place: Expo Center, Hartford
Info: 978-8888
nemotorcycleexpo.com

FLORIDA
Thunder By The Bay
Date: Jan. 5-7
Place: Sarasota
Info: 941-371-8820
www.thunderbythebay.org

Swap Meet
Date: Jan. 7
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

Swap Meet
Date: Feb. 4
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

3rd Annual Adamec Ride For Smiles
Date: Feb. 10
Place: Adamec H-D
Info: 800-255-1430
www.adamecsharley.com

GEORGIA
15th Annual Wingmen MC Toy Run
Date: Dec. 16
Place: Sand Hills Cycle Center, Pinehurst
Info: 910-281-4891

Outback Riders Toy Run
Date: Dec. 16
Place: Lake Park
Info: 229-559-6818

Great American Motorcycle Show
Date: Feb. 9-11
Place: North Atlanta Trade Center, Norcross
Info: 770-279-9899
www.northatlantatradecenter.com

HAWAII
Annual Christmas Toy Run
Date: Dec. 17
Place: Maui
Info: www.streetbikersunitedhawaii.org

Maui Toy Run
Date: Dec. 17
Place: TBD Maui
Info: www.streetbikersunited.org

ILLINOIS
Walneck's Swap Meet
Date: Dec. 17
Place: Kane County Fairgrounds, St. Charles
Info: 630-985-2097
www.walneckswap.com

38th Annual Polar Bear Run
Date: Jan. 1
Place: Crete Harley, Crete
Info: 708-672-6601
www.ChicagolandTFT.org

Walneck's Swap Meet
Date: Jan. 7
Place: Kane County Fairgrounds, St. Charles
Info: 630-985-2097
www.walneckswap.com

Walneck's Swap Meet
Date: Jan. 14
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097
www.walneckswap.com

Supercycle Show and Parts Expo
Date: Feb. 3
Place: Chicago
Info: 262-835-9509
supercycleshow.com

INDIANA
26th Annual Hangover Rally
Date: Jan. 1
Place: Mid-West MC Clubhouse, Indianapolis
Info: midwestmc.com

Indiana Motorcycle Expo
Date: Feb. 22-25
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
www.indianamotorcycleexpo.com

KENTUCKY
Easyriders Bike Show
Date: Feb. 10
Place: International Convention Center, Louisville
Info: 800-962-9857
Easyridersevents.com

MARYLAND
Mid-Atlantic Int'l MC Show
Date: Feb. 9-11
Place: Timonium
Info: 410-561-7323;
www.cycleshow.net

MASSACHUSETTS
7th Annual Northeast Motorcycle Expo
Date: Jan. 13-14
Place: Shiners Auditorium, Wilmington
Info: 877-245-3976
nemotorcycleexpo.com

Springfield MC Show
Date: Jan. 21
Place: W. Springfield
Info: 413-467-2171
www.osegshows.com

MICHIGAN
Motorcycle Swap Meet
Date: Jan. 28
Place: Lansing Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 25
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

MISSOURI
Wide Open Bike Show
Date: Jan. 6-7
Place: 3-Trails Expo, Kansas City
Info: www.wideopencycle.com

M/C Swap Meet
Date: Feb. 11
Place: State Fairgrounds, Sedalia
Info: 816-456-4415
www.jwswapmeet.com

NEVADA
Vintage MC Auction
Date: Jan. 11-13
Place: South Coast Hotel and Casino, Las Vegas
Info: 651-633-9655
www.midamericaauctions.com

NEW HAMPSHIRE
10th Annual Northeast MC Expo
Date: Jan. 27-28
Place: Rockingham Park, Salem
Info: 877-245-3976
nemotorcycleexpo.com

NEW JERSEY
Motorcycle Spectacular
Date: Jan. 13-14
Place: Garden State Exhibit Center, Somerset
Info: 386-252-3101
www.cycleprousa.com

NEW YORK
Am-Jam Tattoo Expo
Date: Jan. 19-21
Place: Syracuse
Info: 518-893-2273
www.am-jam.com

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 27-28
Place: Charlotte Convention Center
Info: 800-962-9857
Easyridersevents.com

OHIO
Easyriders Bike Show
Date: Feb. 16-18
Place: Veteran's Memorial, Columbus
Info: 800-962-9857
Easyridersevents.com

OKLAHOMA
MC Swap Meet
Date: Jan. 14
Place: Claremore Expo
Info: 816-456-4415
www.jwswapmeet.com

10th Annual Oklahoma M/C Show
Date: Jan. 20- 21
Place: Fairgrounds, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON
State HOG Rally
AUG. 17-19
Place: Portland to Roseburg
Info: 877-RALLYOR
www.orstatehogrally.com

Portland Rod and Custom Show
Date: Feb. 16-18
Place: Portland Expo Center
Info: hotrodshows.com

PENNSYLVANIA
Motorcycle Parts Extravaganza
Date: Jan. 17
Place: Memorial Hall, York
Info: 386-252-3101
www.cycleprousa.com

TENNESSEE
Knoxville TN MC Show & Expo
Date: Jan. 5-6
Place: Knoxville
Info: 615-847-2874
appletonmotorcycle.com

Music City MC Show
Date: Jan. 13-14
Place: Nashville
Info: 615-847-2874
appletonmotorcycle.com

Easyriders Bike Show
Date: Feb. 3
Place: Cook Convention Center, Memphis
Info: 800-962-9857
Easyridersevents.com

VIRGINIA
Northeast MC Expo
Date: Feb. 17-18
Place: Fredericksburg Expo Center
Info: 877-245-3976
nemotorcycleexpo.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

"Suck it? I should be flossing with it!"

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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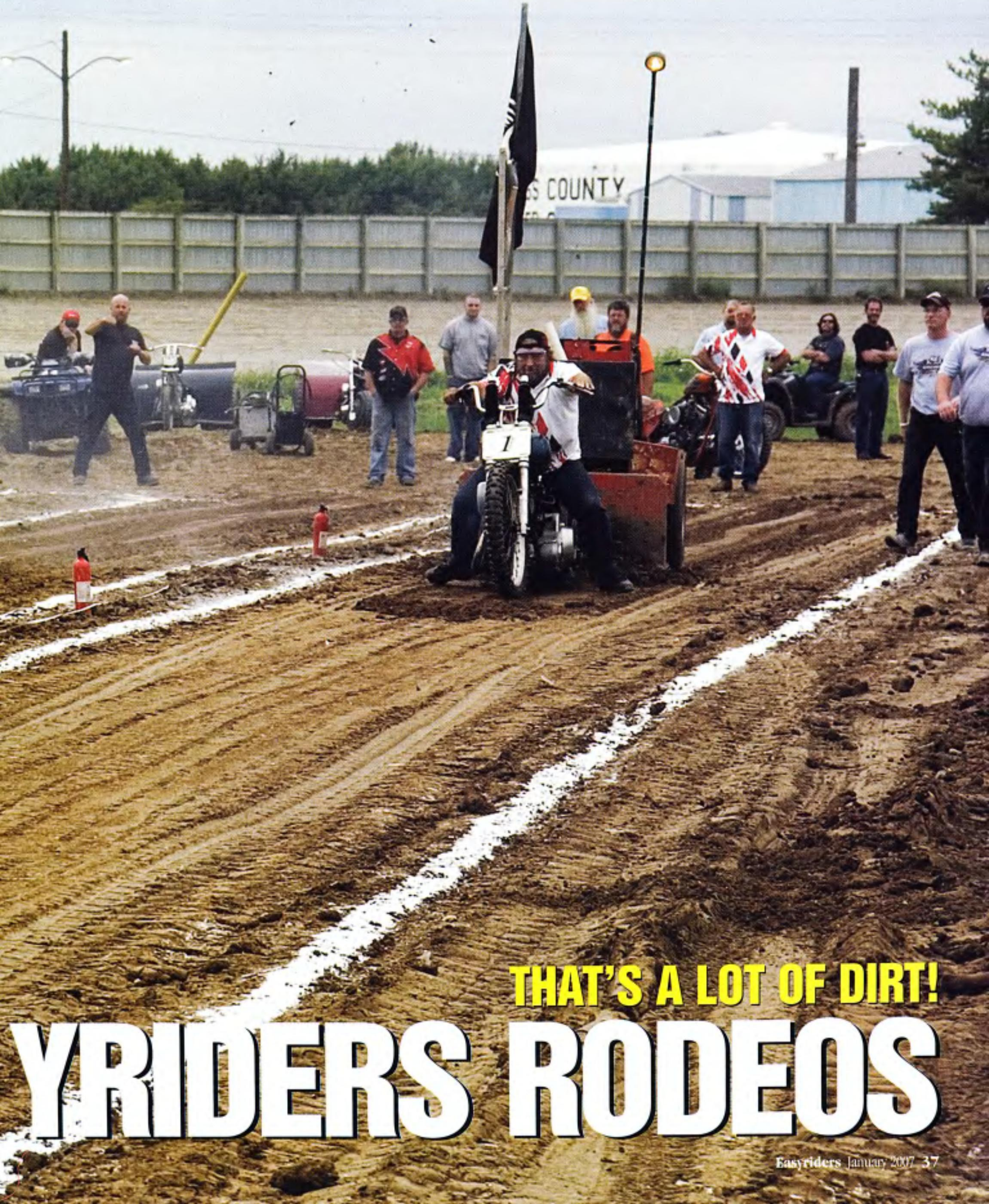
20 YEARS OF EAS

The long Labor Day weekend in Chillicothe, Ohio featured every kind of weather… except snow. It rained, was cold, hot, humid, all of the above for the 20th round of this motorcycle rodeo finale! The Easyriders Events crew was back at the Ross County Fairgrounds once again for the Grand Nationals to cut the 20th Anniversary cake. Yes, there was a real cake and head honcho John Green cut it with a chainsaw in typical Easyriders fashion.

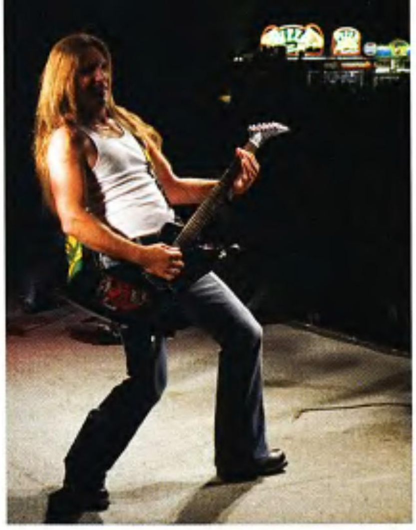


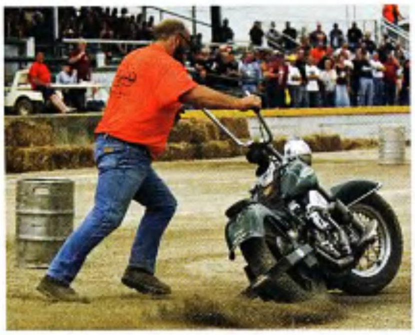
THAT'S A LOT OF DIRT!

YRIDERS RODEOS

SS COUNTY
55

68





Earlybird camping was available from Wednesday on, so you could settle in for the madness and get your favorite spot in The Zoo. A popular option this year was the Gold Rush Package, which was the only way you could make a camping reservation in advance. Gold Rush members were guaranteed a water and electrical hook-up, got into the grounds a day early on Tuesday to set up, picked up a limited edition run pin and were invited to a free BBQ with all the burgers and beer you could choke down.

If you like cold beer and hot music, this mind-blowing five-day event was for you. Besides all the madcap two-wheeled rodeo action that is the hallmark of this event, incredible bands rocked the fairgrounds all weekend long including headliners Jackyl and The Georgia Satellites. There was a ride-in bike show, tattoo show, barstool races, and the infamous trophy girl contest. Congrats to bike show winner Weazel Casto of Weirdten, West Virginia, who won First Place with his cool custom and kudos as well to Dave Russell of New Alexandria, Pennsylvania, who took top honors in the tattoo contest.

As part of the 20th Anniversary fun, we also gave away a brand new 2007 Harley Dyna Street Bob courtesy of Easyriders Events and Chillicothe Harley-Davidson. The proud winner, Dan Roberts of Medina, Ohio, was blown away when he found out he had won his dream bike. Hell, who wouldn't be?

When the smoke cleared on this five-day party, Rodeo Champion Robert Tabor of Canton, Ohio, was top dog once again. Robert has been doing this bike rodeo thing for over a decade himself and this was his 10th consecutive win as Rodeo King. It's good to be King.

The rowdy proof of this ultimate biker bash may be seen in each awesome photograph by our own Billy Tinney. Man, 20 years of Easyriders Rodeos. Who would've thought we'd still be upright after all those years of lust, dust, mud and blood?

Congratulations to the Tabor family and also to our Rookie of the Year, Kendall Johnson, and Rookie Team Mate of the Year, Amanda Rohrer, riding with Jason Tabor. We'd like to give a whole raisin pie to our Rodeo sponsors: Lucas Oil, Big Dog Motorcycles, S&S Cycle, Supertrapp, Carolina Custom Products, Jireh Cycles, Baker Drivetrain, Paramount Custom Cycles, BDL, Milwaukee Iron, Kustomwerks, and Performance Machine for keeping this cycle circus alive and thriving.

For more information about Easyriders Events call 800-962-9857 or visit www.easyridersevents.com.

—Phantom

Top Ten Rodeo Winners

1st	Robert Tabor	5,887.5 points
2nd	Jim Albney	3,450 points
3rd	Jason Tabor	2,937.5 points
4th	Guss Tarr	2,925 points
5th	Eddie Austin	1,950 points
6th	Wayne Burgess	1,925 points
7th	Steve Cruzan	1,275 points
8th	Dano Simmons	1,225 points
9th	Kendall Johnson	1,025 points
10th	Don Seabolt	1,000 points

Photos: Billy Tinney

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A Racy Little Number From Indian Larry Legacy

"Tempting Fate"

When Michael Lichter invited Indian Larry Legacy to build a bike for his Speed Demons Exhibit in Sturgis, Paul Cox and Keino Sasaki wanted to make something specifically for the event. They didn't want to do a nostalgia rip-off; instead Paul said he wanted to build a bike that was race influenced, but something really unique unto itself.

The look of early racing bicycles inspired the frame, with their tubes meticulously fit into decorative frame lugs. The nickel-plated neck and axle plates are set off by the negative space of the painted tubes to make the sleeve effect all the more prominent.

The Italian Paioli inverted forks were originally fitted to wide billet trees. Paul and Keino turned the legs, smoothing and polished them.

They then built their own ultra narrow triple trees, just wide enough to fit the 21, but "narrow enough to make the tight package we like to build." The bars to mimic Clubman clip-on style bars, but are integral to the trees. Paul called up an old friend at Sixth Street Specials for the early style 1/8th turn Magura quick throttle.

The engine they chose is the 88-inch Pandemonium from Custom Chrome that Keith Ruxton designed when he worked there. It's marketed as "Big enough to provide good power, yet kick start friendly." Upon arrival, Keino took it apart to check the tolerances, sent the parts out for polishing and the coatings they like to use, detailed it and reassembled the motor. Paul says they like to do that whether the motor is brand new or 50 years old. They replaced the distributor with a Morris magneto.

Paul was looking for an alternate to their customary belt drives that had the mechanical look of an open chain primary, without the maintenance issues. He started with a stock double row sprocket and clutch basket and turned the teeth off so he had a set of universal centers to work with. He then acquired a pair of 50 series sprockets and opened up the centers and married the two to make a 530 chain primary. This allowed him to run an o-ring secondary chain in the primary position. The o-rings make for far less lubrication. In case you are wondering, he researched the tensile strength of the stock double row 40 and the 530 and

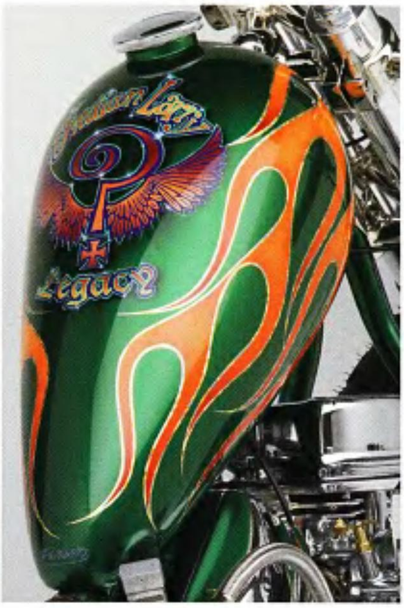
found the 530 is actually stronger than the stock chain. This was a nice resolution to the two concepts, in tight, but with an open, airy, mechanical look.

The only brake is a Performance Machine with an Indian Larry Legacy Question Cross rotor. The master cylinder is a Buell unit, and in the name of minimalism they eliminated the reservoir, running a short piece of clear hose in its stead. Paul says, "It's nice having a reservoir but if you keep an eye on it and keep the piston covered, that's all you need. It's a hot rod mod, just enough to do the job." The rims are Excel alloy with stainless steel spokes. The tires they chose are the Metzeler Tourance, which are dual sport tires that Paul says are "a lot of fun, both running around city streets, and through the woods, or wherever we want to run the thing."

Of course, Paul stitched up the horned leather saddle. The gas tank is a fat bob they axed in-house, and the rear fender, which they modified, is from Lucky's Choppers. The oil tank is one of Indian Larry Legacy's spun aluminum jobs. They are running braided oil, fuel and brake lines throughout the bike. Paul says one of the pleasures in building this bike is getting back to building with the parts from their private stash, modifying takeoffs from other bikes and letting them inspire new ideas.

Paul had been talking to paint wizard Dave Perewitz for a while about collaborating on a project. Though Dave was also building a bike for the show, he jumped right in and turned the paintjob around in a couple of weeks. They discussed some rough concepts on the logo and color, and he ran with it, applying the House of Kolor Metallic Green, his trademark flames in orange with gold leaf, and violet pinstriping and lettering.

We all know that green paint on a race vehicle is one of racing's oldest taboos, but that thought just intrigued these guys. Paul says it was just their way of "Tempting Fate." —*Kit Maira*



Owner: Indian Larry Legacy
City: Brooklyn, New York
GENERAL
Fabrication: Indian Larry Legacy
Year/make: 2005
Model: Tempting Fate
Assembly: Indian Larry Legacy
Time: three weeks
Chroming: Wilco
Polishing: Color Life
ENGINE
Year: 2005 RevTech Pandemonium
Builder: Keino
Displacement: 88 cubic inches
Cam: Andrews
Carb: S&S E
Ignition: Morris Magneto
Pipes: Indian Larry Legacy
TRANSMISSION
Make: mixed origin
Year: mixed
Shifting: jockey
Special Features: polished, kick only
PAINTING
Painter: Dave Perewitz
Color: Green Metallic
Type: House of Kolor
Special paint: gold flames
FRAME
Maker: Paughco/Indian Larry Legacy
Type: rigid
Rake: 30 degrees

Other alterations: lowered seat post
ACCESSORIES
Handlebars: Indian Larry Legacy
Risers: none
Handlebar controls: Magura quick throttle
Fender: Lucky's Choppers/Paul Cox
Headlight: 4 1/2-inch
Taillight: V-Twin Mfg.
Pegs: Indian Larry Legacy
Electrics: minimum

Foot controls: Indian Larry Legacy
Gas tank: Axed Fat bob, Indian Larry Legacy
Oil tank: Indian Larry Legacy
Oil system: Indian Larry Legacy
Seat: Paul Cox
Grips: taped
FRONT END
Type: inverted
Builder: Paioli/Indian Larry Legacy
WHEELS FRONT
Size: 90/90-21
Hub: spool
Rim Width: 1.85
Tires: Metzler Tourance
Brakes: none
WHEELS REAR
Size: 140/80R17
Hub: H-D
Rim Width: 3.5-inch
Tires: Metzler Tourance
Brakes: Performance Machine/
Indian Larry Legacy rotor
Special Thanks: Mike Lichter, Dave Perewitz, Metzeler tires, Custom Chrome, Colorlife, Hughie, Anne & Dylan
Photos: Michael Lichter

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TalkingTech

BREAKER, BREAKER

I am going to wire my Evo from the ground up. Should I use fuses or circuit breakers? Is one main breaker enough or should the lights and everything be on separate circuits?

Nancy K.

I like breakers because you don't have to carry a spare fuse. The only argument I can think of against them is that they can fail intermittently, which plays hell with troubleshooting. Protecting the ignition, lights, and main circuit separately will simplify troubleshooting if you run into problems, but be sure to use the correct amperage breakers or fuses. The main circuit should get a 30 amper, but 15 will be fine for the ignition and light circuits.

SLIP OF THE WRIST

The wristpin clip popped out of my Evolution and ruined the cylinder. This is the second time it has happened, only I didn't have to replace the cylinder last time. All of the parts are stock Harley and I put everything together exactly according to the manual. I know the Evo is a reliable engine so something must be wrong that I am overlooking.

James Cole

Either the rod is bent or the wristpin bushing was honed cockeyed. JIMS Rod Alignment Tool (P/N 1010) will help you find out if that is the case. The tool is basically an elongated wristpin. Center it in the rod and rotate the flywheels to gently bottom the tool against the crankcase. If the rod is bent or the bushing is honed wrong, you'll find a gap between the tool and the crankcase on one side or the other.

NEEDS COMPENSATION

I am thinking of replacing the compensator on my Softail with a rigid sprocket. Can you give me the pros and cons on that?

Play Racer

Pros: Less weight for quicker revs and it's easy to change the gear ratio if you want to either improve acceleration or decrease vibration at highway speeds. Cons: The bike will be jerkier in traffic. The jerkiness won't be a problem if you do most of your riding on the highway, but can be annoying in other situations. I put one on my Softail to gear it down for the drag strip, but got sick of doing the herky-jerky on my way to work and went back to the compensator.

CAN'T STAND THE HEAT

My ironhead has been overheating since I changed the points. I used the same trick for setting the timing that I always do, but the bike definitely runs hotter now and the points are the only thing I have changed. My question is whether the timing is advanced or retarded.

Tony Black

If your bike seems to be heating up at idle and low speeds, the timing is retarded. If it was too advanced, the bike would kick back when you start it and buck under a steady throttle at low speeds. Piston meltdowns are caused by detonation, which is triggered by excessive advance. Put a timing light on the bike and be sure the advance isn't sticking. When using a light, hold the engine at 2500 RPM to be sure the ignition is fully advanced.

FINDING THE SWEET SPOT

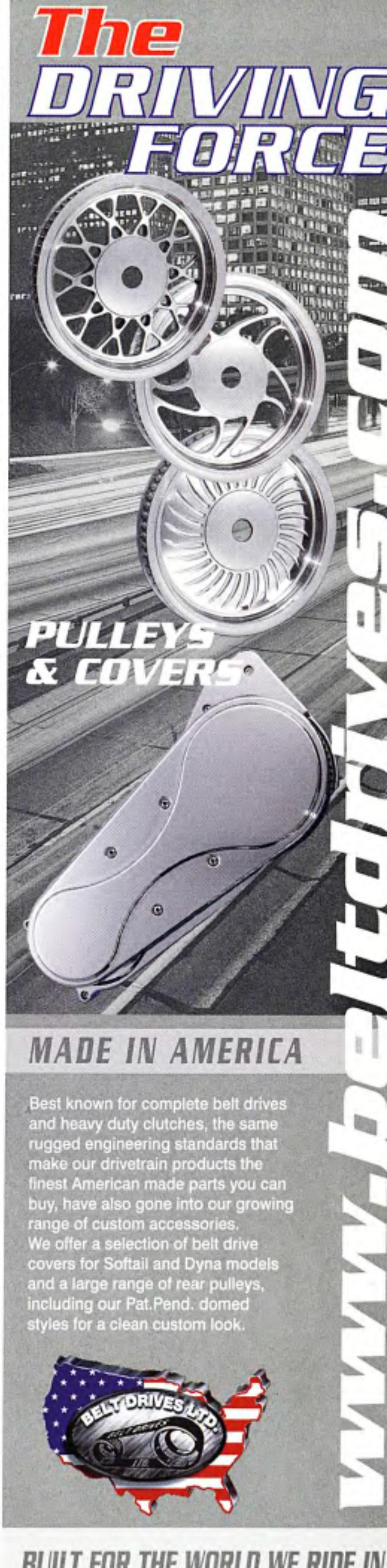
I bought a used S&S Super G carburetor. It runs good except for one thing. I can't get it to idle right. I turn the mixture screw just like the instructions say to, but I can't find a sweet spot between where it is idling too fast and won't idle at all. Am I doing something wrong or is my carb screwed up, and can it be fixed?

Shoveldude888

It sounds like the mixture screw or the seat in the carb body is damaged. Call S&S at 608-627-8324 and tell the tech rep what's going on. He'll give you a Return Authorization number so you can send the carb to S&S for them to take a look. They may not be able to fix the seat if it's cracked or really barfed up, but it's worth having them check it out. If the body needs replacing, so be it—just be sure that's cheaper than buying a new carb.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



While trends in the two-wheeled industry change and many new riders come and go, the loyal bikers of Mississippi continue to brave the heat and humidity every year to create the Gulfport Blowout. It's a good ol' fashioned biker party with all the right fixin's and a great way to kick off the summer.

GULFPORT BLOWOUT

BLOWOUT

ICE

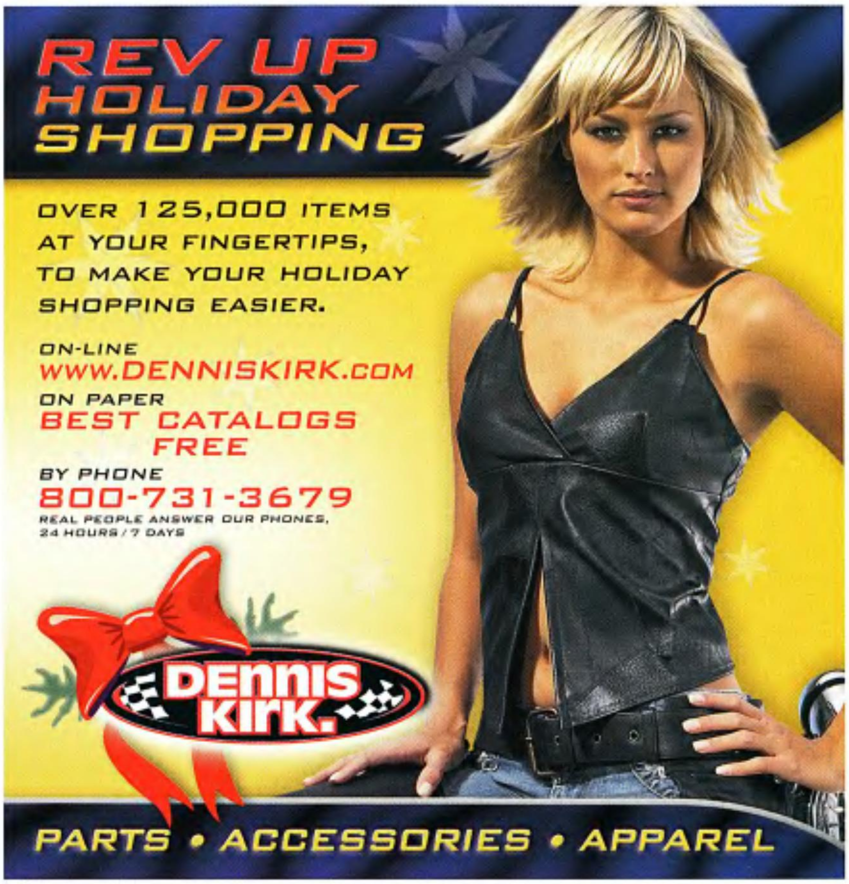
This year's event was down about 50% in the attendance department, partially because locals were still dealing with the wake of the terrible devastation of Hurricane Katrina and also because many riders were not sure the event was going to happen this year and just didn't come. There were also less hotel rooms available due to the fact that so many were destroyed by the hurricane.

Photos: Michael Lichter

Our ace photographer, Michael Lichter was on hand to bring you these photos of Gulfport, stopping in to see the hosts of the event; special thanks to Smokey and the Asgard MC for putting on a great party as always. Mike also caught up with our old friends Puppy and Sunshine. They were doing the best they could in their FEMA trailer.

Still, you can't keep bikers down and this event will grow as the deep south licks those wind-torn wounds and things get back to normal. Our hats are off to everyone who helped make this year's run happen. The south shall ride again!

—Phantom



It's over the top—by design. Jaxxon Fiffe included every trick in the custom builder's book here, intentionally exaggerating every move to an almost ridiculous level. Look at the rake. Look at the seat height. It's insane and Jaxxon's the first to admit that. In the business of the biker world it's no secret that there are plenty of shops advertising this service or that, this specialty or the other one, but often, says Jaxxon, there's just not that much custom fabrication actually involved. What's built and sold, he says, can be a collection of catalog-ordered parts all modified just a little. "And in my opinion," says this Fort Worth native, "that's not a one-off, handmade custom, and hardly an indication of the builder's talents and skills." This one, however, is. It's a real life business card that demonstrates what Jaxxon can do at Wild Card Customs. And if everything seems just a bit overdone that was the plan. Jaxxon Fiffe's emphasizing what's possible, and maybe showing off just a little doing it.

"It's all pretty wild," he admits. But now, Jaxxon says, if someone at a show

The Wild Card

Jaxxon Fiffe's Billboard On Wheels

asks if he can rake a frame he just points to this one. You want rake? There's rake, 68-degrees worth. Is it practical? Of course not, it's not meant to be. It's just a demonstration piece. How about custom sheet metal work? Can Wild Card Customs handle that? Take another look here. Question answered. All of this highly sculptured detail was executed in sheet metal and nothing else. There's just the thinnest skim coat of filler to smooth things over. And how about low-down and long? Got that covered, too. The seat here sits a mere 14 inches off the ground; the whole bike stands only 36 inches tall at its highest point. All of this took one year to complete, from rough drawings to finished creation and Wild Card did it all. Brian Fiffe designed and built the frame, did all the sheet metal and did the final assembly.

As crazy wild as all this looks Jaxxon swears that, on paper at least, this motorcycle is geometrically correct. The rake and trail is still within an acceptable tolerance and if someone wanted to ride this motorcycle down a straight-line

Jaxxon says they could do so safely. But riding this bike wasn't the goal. That rake, for instance, is in Jaxxon's own words, "Stupid, but this bike wasn't put together for someone to ride down to his local bar." It's the same story with that highly stylized gas tank. Is it the most functional fuel cell ever built? Hardly. But as an example of what's possible at Wild Card it can't be beat. And how about the fenders? Have you ever seen fenders tucked this tight to the wheels and tires? Probably not. A mere 1/8-inch clearance is totally impractical on all levels, but practicality, remember, wasn't the issue. Jaxxon's just showing how tight he can hold the tolerances in his sheet metal work, and it's damn tight indeed.

All that said, this street-dragon of a demo-bike is still 100% functional. It starts up, it runs and it rides. With certain modifications it could even become a bona fide street runner. "Let me pull the fenders away from the tires a little," Brian offers. "Let me put a more reasonable rake in there. Let's raise the bike another inch or so off the ground. Let me change just a few things around and this bike, as wild as it looks, could become real." Better yet, it could start conversations going between builder and buyer concerning something totally different, yet keeping all of the craftsmanship demonstrated here, which was exactly the point. Want to talk? Wildcardcustoms.com, 817-831-9700, Fort Worth, Texas. And yeah, it does indeed appear they do things just a little bigger in Texas. *—Joe Kress*

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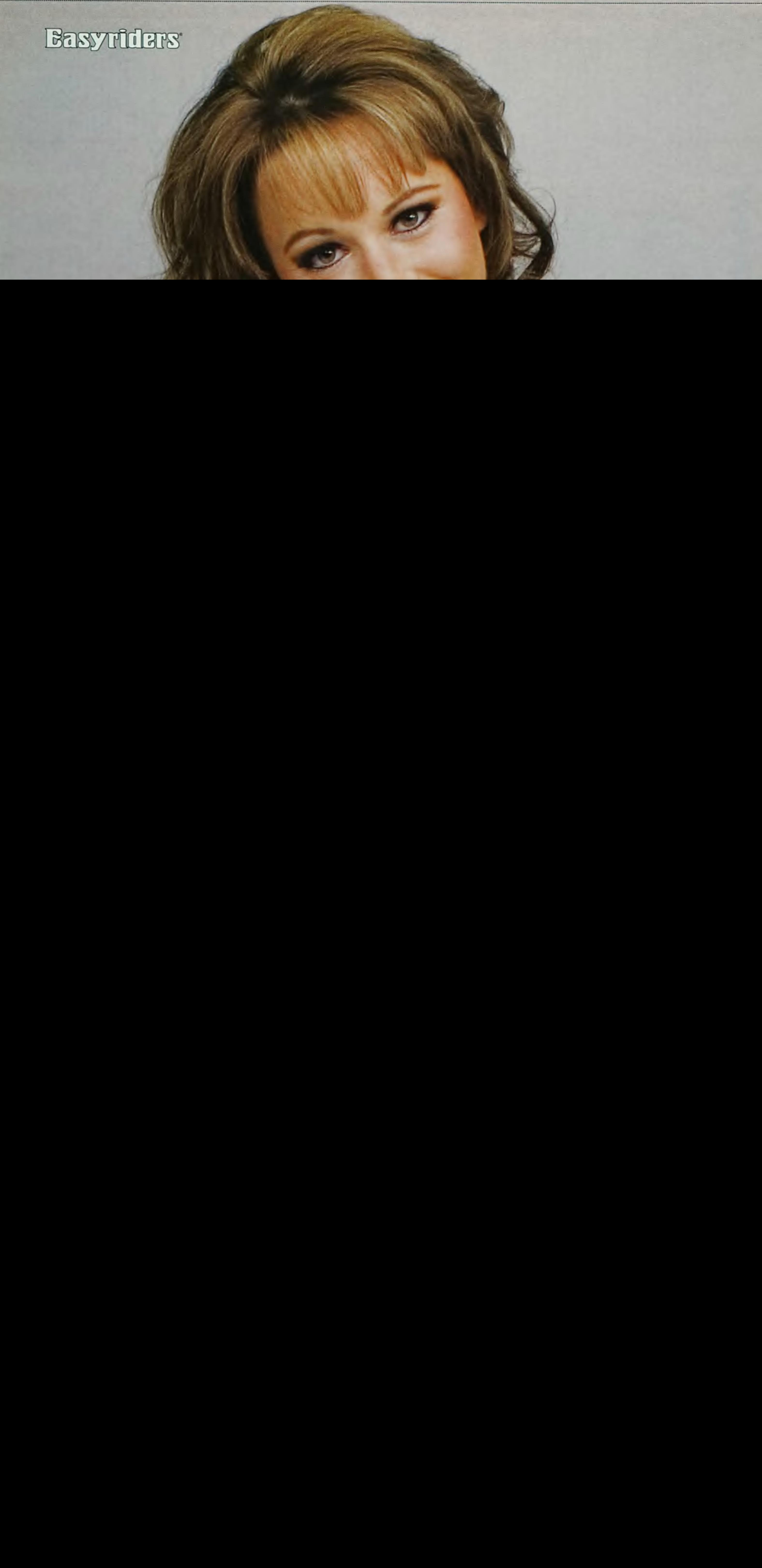
Easyriders

passin' gas

If I sold my house and my car, had a big garage sale and gave all my money to the church, would that get me into heaven?" I asked the children in my Sunday school class.

"No!" the children answered.

"If I cleaned the church every day, mowed the yard and kept everything neat and tidy, would that get me into heaven?"

Again, the answer was, "No!"

"Well, then, if I were kind to animals and gave candy to all the children and loved my wife, would that get me into heaven?"

Again, they all answered, "No!"

"Well," I continued, "then how can I get into heaven?"

A five-year-old boy shouted out, "You gotta be dead!"

Jeff LeMon
Munising, Michigan

Lulu was a prostitute, but she didn't want her grandma to know. One day, the police raided a group of prostitutes at a sex party in a hotel, and Lulu was among them. The police took them outside and had them line up along the driveway.

Suddenly Lulu's grandma came by and saw her granddaughter in the line. Grandma asked, "Why are you standing in line here, dear?" Not willing to let her grandmother know the truth, Lulu told her that the policemen were there passing out free oranges and that she was just lining up for some.

"Why, that's awfully nice of them. I think I'll get some for myself," and she proceeded to the back of the line.

A policeman, going down the line, was asking for information from all the prostitutes. When he got to grandma, he exclaimed, "Wow, still going at it at your age? How do you do it?

"I just take my dentures out, rip the skin back and suck them dry!"

Jason Keegan
Milton, New Hampshire

"I hate it when mother and father re-enact their first encounter."

"Look lady, there's lots of assholes here. Does yours have a name?"

A man says to his wife, "You never tell me when you're having an orgasm." The wife replies, "You're never home."

Greg Cook
N.C., California

Surefire signs of a redneck:

1. He takes his dog for a walk and they both use the same tree.
2. A small boat hasn't left his driveway in over 10 years.
3. He burns his yard rather than mow it.
4. He comes back from the dump with more than he took.
5. He thinks fast food is hitting a deer at 70 mph.
6. He missed his fifth grade graduation because he had jury duty.
7. A tornado hits his trailer and does $10,000 work of improvement.
8. He thinks a quarter horse is that ride in front of K-Mart.
9. He thought the Unabomber was a WWE pro wrestler.
10. He sits on his roof at Christmas time hoping to fill his deer quota.
11. He considers his license plate personalized because his ol' man made it.
12. He views family reunions as a chance to meet chicks.
13. His family tree is a straight line.
14. His brother-in-law is also his uncle.
15. He took a fishing pole to Sea World.

David A. Chance
Ogden, Utah

Little John was a biker's son who hated his family's outhouse in the Kentucky hills. The outhouse sat on the edge of a creek and it was hot in the summer, freezin' in the winter and stunk like a dead skunk.

One spring day there was a heavy rainfall and the creek rose. Little John figured this was his chance to get rid of the foul stinkhouse so he grabbed one of his dad's big crowbars and began to pry the shit shack. Finally, he was able to push it into the creek and it floated away.

That night Little John's dad told him to prepare for an ass-kicking.

"What did I do wrong?" the boy asked his dad.

"Somebody pushed the outhouse into the creek today," the biker replied. "It was you, wasn't it son?"

Little John admitted to the deed but added, "I learned in school yesterday that George Washington chopped down a cherry tree and didn't get in trouble because he told his dad the truth."

"Yeah, son," said the bro, "but Washington's dad wasn't in the cherry tree."

Burt Whitcomb
Palmdale, California

Two silver-haired women met in the park one day and began talking. "My husband, Henry, died last week," said one. "He went out to the garden to dig up a cabbage for dinner, had a heart attack and dropped dead in the middle of the vegetable patch."

"Oh dear," replied the other. "So what did you do?"

"I opened a can of corn instead."

David Chance
Ogden, Utah

Ad seen in classifieds:

For sale by owner: Complete set of Encyclopedia Britannica, 45 volumes. Excellent condition. $1,000 or best offer. No longer needed. Got hitched last week and discovered that my ol' lady knows fucking everything.

Gary Littrell
Bakersfield, California

Wife: "There's trouble with the Harley. It has water in the carburetor."

Husband: "Water in the carburetor? That's ridiculous."

Wife: "I tell you, the Harley has water in the carburetor."

Husband: You don't even know what a carburetor is. I'll check it out. Where's the Harley?"

Wife: "In the pool."

R.S.
Bakersfield, California

In a little pub in England, a condom machine in the men's room had this ad printed on it: "Manufactured to strict British standards."

Underneath, someone had scratched, "So was the Titanic."

R.M.
West Palm Beach, Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

▼ To remove poster, first carefully crease at perforation, tear out gently, then cover hole in the wall. ▶

Owner: Wild Card Customs
City: Fort Worth, Texas

GENERAL

Designer: Jaxxon Fiffe
Fabrication: Jaxxon Fiffe
Year/make: 2005 Wild Card Customs
Model: The Custom
Assembly: Jaxxon Fiffe/Wild Card Customs
Time: 9 months
Chroming: Chrome Masters

ENGINE

Year: 2005
Rebuilder: Robbie McCaa
Displacement: 127 cubic inches
Cam: Andrews
Ignition: Spike
Carb: Mikuni, 48mm
Air cleaner: velocity stack
Pipes: Wild Card Customs

TRANSMISSION

Year/make: 2005 Baker
Shifting: 6-speed, jockey

PAINTING

Painter: Mike Dusold
Color: custom mix
Type: House of Kolor

FRAME

Year/make: 2005 Wild Card Customs
Type: chopper
Rake: 68 degrees, total
Stretch: 9 inches

ACCESSORIES

Handlebars: Wild Card Customs
Handlebar controls: internal
Fenders: Wild Card Customs
Headlight: Headwinds
Taillight: Wild Card Customs
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Wild Card Customs
Oil tank: Wild Card Customs
Seat: Wild Card Customs
Grips: Performance Machine

FRONT END

Type: inverted, plus-25
Builder: American Suspension

WHEELS

Make: Foose Design
Size: 21-inch front, 18-inch rear
Tires: Avon Venom
Brakes: Hawg Halters
Photos: Darryl Briggs

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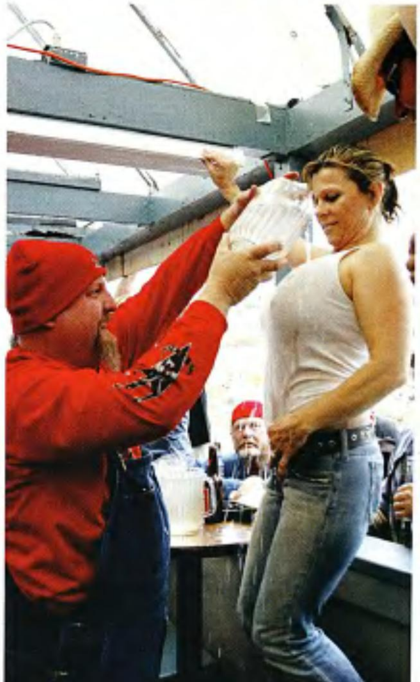
motorcycles



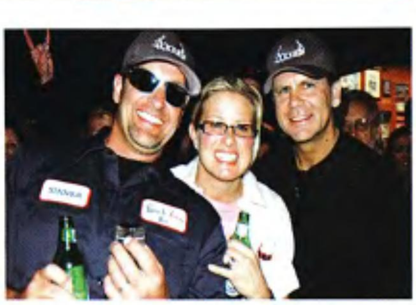
A HELLBOUND HOOP-DE-DO

HELL DAY

At Hellbound Steel Motorcycles out of Rancho Cucamonga, California, they have taken the liberty of selling their souls to the devil… so you don't have to. Apparently, they made a deal with ol' Hob for the secret of building killer rides and passing them on to you. They craft these demonic sleds from their 40,000-square-foot facility in the black heart of the Inland Empire, but once a year they stop building in order to party their collective arses off.

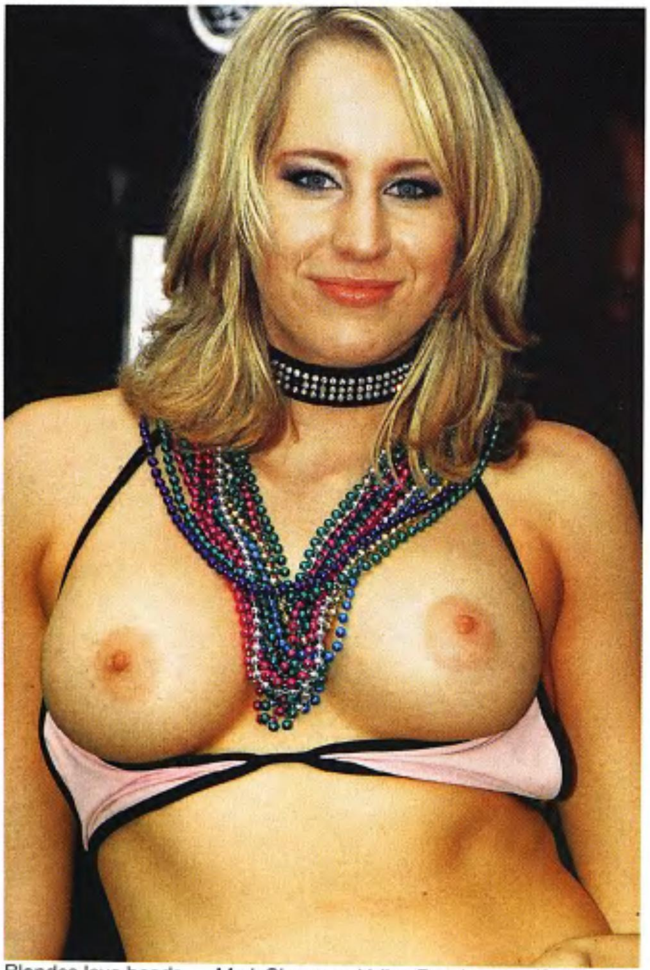
The event is called Hell Day and it happens every May. Mike Salyer and Mike Molloy, the lost souls at the top of Satan's list at Hellbound Steel, throw this shindig to thank their many customers, show off their latest choppers as well as the incredibly nasty Hellbound Girls, and drink until they pass out.

Want proof? Let these pictures do the talking. Want to sign on the dotted line in blood and join their eternal party of damnation? Call 909-944-7633 or visit www.hellboundsteel.com. *—Phantom*

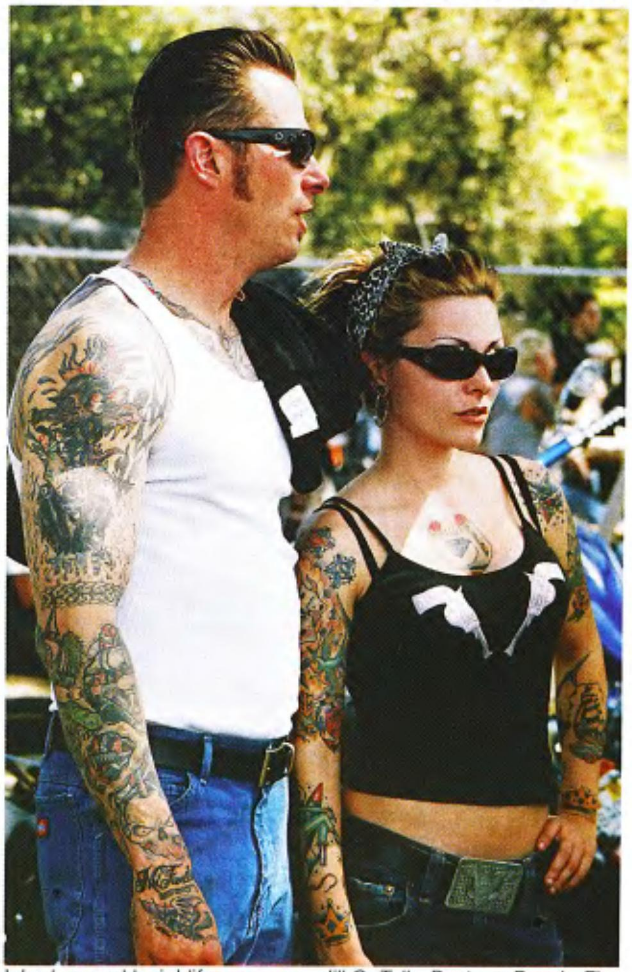


Photos: Mike Salyer

Happy couple flyin' free into Daytona for Bike Week. *—Katmandu, Port St. Lucie, Fla.*



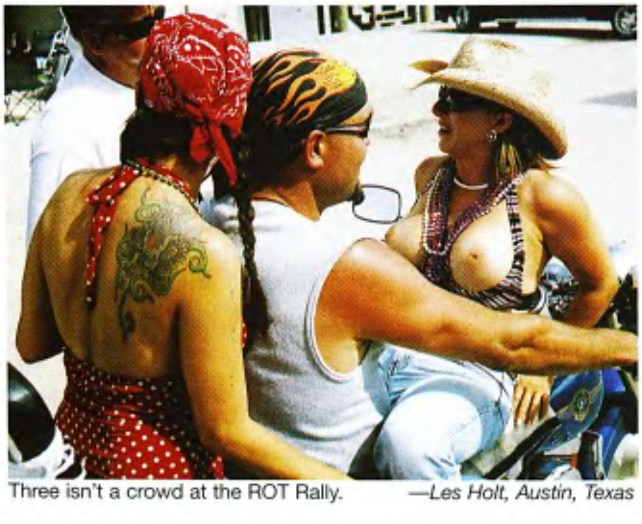
Blondes love beads. *—Mark Sherman, Valley Rendezvous (Calif.) 2006*



Inked up and lovin' life. *—Jill O. Tully, Daytona Beach, Fla.*

Panhead pushin' and lookin' good doin' it at a Carroll County (Maryland) ABATE rodeo. *—Bill Cromwell, Westminster, Md.*

Looks like she's got her hands full. *—J. Beaty, Zion, Ill.*



Three isn't a crowd at the ROT Rally. *—Les Holt, Austin, Texas*

Fine as sweet wine at HogRock. *—Jeff Seymour, Cave-In-Rock, Ill.*

I try not to stare at Claire. —*Terrance Bert Photography, Frazier Park, Calif.*

The daily news on their chests. —*Kurt Messner, Paoli, Wis.*

Old-school bro stands out in a crowd. —*Jill O. Tully, Daytona Beach, Fla.*

Fish an' sis, Michelle. —*Fish, Mt. Pleasant, N.C.*

Jeff and Ginger take their white-walled wonder ride to Bike Week. *—Katmandu, Daytona Beach, Fla.*

A sight to sigh over...*sigh.* *—Mark Sherman, Madera, Calif.*

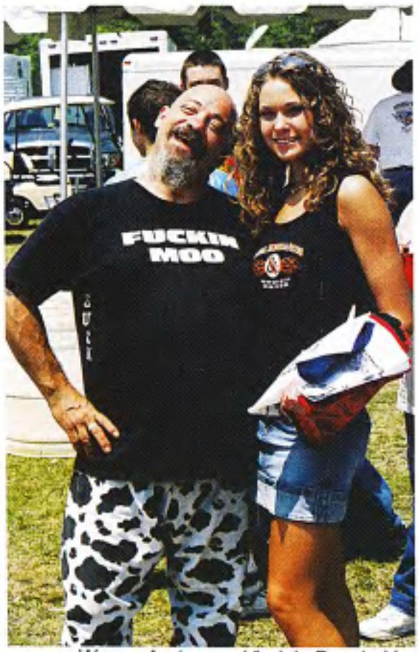
Pirate lands two wenches. *—Scags, Mississauga, Ontario*

Willing to be captured...too willing? *—J. Beaty, Zion, Ill.*

Goodbye gathering of party-timers for their bro Cowboy. *—Hippy ChicKim, Hixson, Tenn.*

That's some tasty Canadian bacon sprawled out. *—Scags, Mississauga, Ontario*

Ridin' the loop at Daytona Bike Week 2006. —*Hazel Kerr, Kingsland, Ga.*



—*Wayne Anderson, Virginia Beach, Va.*

Blowout babes seek sun…and fun! —*Steve Perry, Gulfport, Miss.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

Sittin' Low

And Still Waitin' To Go

At about five foot, Josh isn't exactly a towering figure, at least not physically. But you don't have to be NBA size to reach life's throttle and twist it open as wide as you can. For a living, Josh chauffeurs celebrities through the Las Vegas nights in his stretch limo, but when it comes to what his passion dictates, Josh is as avid a hot rodder as they come.

It was only a matter of time for Josh to decide that maybe he could double his fun by halving his wheels and to do it right, he went to see Mondo Porras at the legendary Denver's Choppers in Henderson, a short hop from the Strip.

Usually, Mondo is pretty good at sizing up his customers and finding the perfect set of wheels for them. With Josh, size did pose a bit of a problem for Mondo, whose trademark choppers are famously long, but hardly ever twice as long as their owners. Of course, it wasn't anything the long-time pro couldn't handle. "We had to design a bike around him to fit," Mondo says, "so, for starters, we dropped the seat way

S&S
SUPER

low. We also pulled the controls back and installed really long handlebars."

Dropping the Paul Cox seat so low was done by moving the oil tank into the fender, an old trick Mondo had picked up in the '70s from his old friend and mentor, Denver Mullins. So what you see under the box is not the oil tank, but the electrical box. The bike, says Mondo, is Josh's design, meaning the two of them sat down and figured out exactly what Josh wanted and what was actually feasible.

"That's what I do here; I design the bike to fit the customer and we go over the aesthetics of the bike—how the customer wants it done," Mondo explains. "And since Josh is Japanese, the bike's style has got the typical Japanese style, something you would see in Japan, with the little one-and-a-half gallon diamond tank and the regular 16-inch wheel in the stock Harley tire."

The bike's been done now for some time, but it doesn't see a lot of road. Seems all the celebrities visiting Vegas keep Josh so busy (plus he moonlights as bell captain for the casino where all those celebs in his stretch are staying), that he's got precious little time for the bike. He does, however, come by Denver's often and visit, according to Mondo.

So, if you want to get to know this bike up close and personally, just drop by Denver's Choppers (www.denverschoppers.com). And while you're at it, have him build your own killer sled; don't worry, Mondo doesn't care how tall or short you are. —*Tripper*

Owner: Josh Dien
City: Las Vegas, Nevada
GENERAL
Fabrication: Mondo Porras
Year and make: 2004 Denver's Choppers
Model: Japan Special
Assembly: Toby
Time: 6 months
Chroming: A 1 Plating
ENGINE
Year: '04
Model: Accurate Engineering
Ignition: Mallory
Displacement: 103 cubic inches
Lower end: S&S
Balancing: Accurate Engineering
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S E
Air cleaner: S&S
Pipes: Denver's Choppers
TRANSMISSION
Year: 2004 RevTech
Modifications: chrome
Shifting: foot
PAINTING
Painter: Omar the Painter
Color: Black
Type: House of Kolor
FRAME
Year: 2004
Builder: Erwin Graham
Type: goose neck
Rake: 45 degrees
Stretch: none
Shocks: none
Other frame alterations: single downtube
ACCESSORIES
Bars: Denver's Choppers
Handlebar controls: CCI
Fender(s): Denver's Choppers
Headlight: Drag Specialties
Taillight: RPM
Speedometer: none
Front pegs: RPM
Rear pegs: none
Electrics: Denver's Choppers
Gas tank: Denver's Choppers
Oil tank: in fender
Oil system: stock
Primary cover: CCI
Seat: Paul Cox
Mirrors: none
Grips: Drag Specialties
FORKS
Type: springer
Extension: 8 inches over
Builder: Mondo Porras
WHEELS FRONT
Size: 16-inch
Hub: Black Bike
Tire: Dunlop
Brake: Performance Machine
WHEELS REAR
Size: 16-inch
Hub: Black Bike
Tire: Dunlop
Brake: Performance Machine
Other modifications: tons and tons
Photos: Michael Lichter

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Meet July's Winner

"Hey, I got me a girl who can win that there Fox Hunt contest of yours." It's amazing how often we hear that. Simple answer: Send us the pics and we'll let the readers decide. Funny, we hardly ever hear back from those folks. However, when the boys at Wicked Choppers said the same thing, we took it a step further. "Fine. If she wins, we'll shoot her with one of your bikes. If she doesn't....you buy the entire office lap dances from women of our choosing." Seemed fair enough. So, we kept a watchful eye on the voting, and wouldn't ya know it... Ashley, here became the July winner. We want to thank the boys at Wicked for hooking us up with Ashley, one day we may even return her home. See, when we found out she won and we knew no free lap dances were forthcoming...we kept her, instead. Again, seemed fair. Flip over to Page 92 and see what Ashley looked like before we kept her!

—Rev. Run A. Muck

Loril—Texas

#0101

"My first ride was about 10 years ago and I've since learned to ride after loving the riding experience. I love riding."

April—Kentucky

#0102

"My first ride on a Harley made me all wet. After that, I was hooked...on the riding and the guys that ride the bikes!"

Win $1,000!

LeAnna—Ohio

#0103

"My first Harley ride was better than sex. Well, better than the first time I had sex...how's that?"

Marilyn—Nevada

#0104

"I've never been on a Harley, but I'm open to new experiences. Any takers?"

Crystal—Minnesota

#0105

"Ok, I tried to come up with something cute and clever to say, but it seems like it's already been said. So, suffice it to say...it was a BIG turn on."

Jennifer—Maryland

#0106

"My first ride was with my boyfriend. The warm sun, yet the cool breeze all over my body. The best part was the incredible rumble between my thighs!"

FoxHunt

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #403 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), November 30, 2006. The voting deadline for this month's crop of cuties is December 30, 2006. We'll announce the winner in the May 2007 issue.

If ya believe everything you read...everyone hates next month's hot piece of ass...er, Fox Hunt winner, Mia. Obviously, you guys don't hate her, seein' as how she won the contest. Come back next month for her shoot!

403

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an Easyriders photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. *Don't forget to vote! These girls are depending on you!*

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KC Creations' Dominatrix Trendsetter

READY TO PLAY?

As builders go, there's a reasonably uniform thread of insanity that ties their sanity together. Obviously, you go into business to earn a living doing what you love, so there's the need to build sleds that appease your customers, as building them what you *think* they want is not always a means to keep the doors open. Still, there's the nagging little pile of ideas that fester and grow and finally drive ya crazy until they get their say. This is how

"shop bikes" or "concept bikes" become reality. While the customer wanted a metallic orange and gold pimp cruiser, you, the builder, were thinking about a radical new design for a chassis and hadn't even considered the paint yet. That, my friends, is how it goes.

So, it ought to be no surprise that this latest offering from KC Creations is one of those "throw out all the stops" concept bikes. Sure, it's easy for builders to toot their own horns and tell ya that this or that bike is their best yet, but in the case of this brandywine brawler, people from all over were telling Kim Suter and his crew that this particular bike was their crowning achievement at the time.

As mentioned prior, a builder gets overwhelmed with ideas that simply must be set free. Kim's wife, Cheryl, picked up a T-shirt at a nostalgic hot rod

event and the artwork on it, featuring a dominatrix and the slogan, "Ready to play?" sat in their minds as a good theme for a new bike. Okay, sounds feasible, but when the project began, Kim knew things were gonna get crazy right from the start.

KC's sheet metal man, Paul Harper, applied his talents in the usual manner, but with little restriction given by Kim and Cheryl, he began getting wilder and wilder. Pretty soon, the entire bike became a "what if" project that took on a personality of its own. The result is what you see here. Technically, there were a few new aspects to this sled that had yet to surface on a KC bike; one was the transmission brake and the other was the unique handlebar design—a KC Creations piece. As things go, the handlebars became an instant hit and are now a popular option for KC customers. Likewise, the bars and pipes are also some of Kim's favorite pieces on this bike, components that started out as prototypes and evolved into top selling parts.

This bike has evolved and become a popular request among KCC's new bike orders, as you might well imagine. Currently there are four platforms in their lineup, all of which can be viewed on their Web site, www.kc-creations.com. Check it out sometime…you might just spot the next trend. *—Wordman*

Owner: Kim Suter
City: Overland Park, Kansas
Designer: Cheryl Suter & KC Creations Crew

GENERAL
Fabrication: Paul & Ryan
Year and make: 2006 KC Creations
Model: 2-Lo Magnum
Assembly: Paul Harper
Time: 3 months
Chroming: Brown's

Engine
Year: 2006
Model: TP Engineering
Rebuilder: TP Engineering
Ignition: Crane Hi-4
Displacement: 124 inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): Mikuni HSR45
Air Cleaner: Novello
Pipes: KC Creations

TRANSMISSION
Year: 2006 6-speed
Modifications: trans brake
Shifting: foot

PAINTING
Painter: Scott Thomas/ John Nicolas
Color: brandywine
Type: PPG

FRAME
Year: 2006
Builder: KC Creations
Type: 2-Lo Magnum
Rake: 44 degrees
Stretch: 5 inches
Shocks: Platinum Air

ACCESSORIES
Bars: KC Creations
Handlebar controls: Cycle Control
Fender(s): KC Creations
Headlight: Headwinds
Taillight: LED in swingarm
Speedo: Dakota/KC Creations
Pegs: KC Creations
Electrics: KC Creations
Gas tank: Paul Harper
Oil Tank: Paul Harper
Oil system: Paul Harper
Primary cover: Tauer Machine
Seat: Renne Hill
Mirrors: none
Grips: KC Creations

FORKS
Type: Torpedo
Extension: 2 inches over
Builder: KC Creations

WHEELS
Size: 21-inch front, 17-inch rear
Hub: Platinum Machine
Tire: Avon
Brake: HHI/Pro Fab
Photos: Michael Lichter

Every County Needs One

FICTION BY JERRY BRATTEN

Last August, I *thought* I wanted to practice law in one of the rural counties located in Kentucky. My wife Crystal and I wanted to get away from Louisville's traffic, pollution and crime. There had to be a friendlier place to live. Every weekend we'd go to a different county and check it out, including going to church services. That was the reason we were sitting in the Full Gospel Samaritan Of The Living Word listening to Brother Andrew Marcum preach a sermon on the Good Samaritan and how all of us should be willing to help our fellow man.

Long before Brother Andy finally shut up and let the choir sing the final hymn, my butt felt as if I'd been sitting on a bed of nails. I would've left much sooner, but Crystal refused, saying it would be rude. We were near the back and as the last notes of the song faded, we left. As the majority of the congregation surged through the doors, I started the car and headed for the exit. Leader of the pack. I had just congratulated myself on being the first person to get out of the parking lot when a cloud of steam erupted from the front of the car.

I pulled to the side of the road just passed the church and opened the hood. Even with my limited mechanical knowledge, I quickly realized the top radiator hose had split. Damn! I didn't have a clue if any garages in the town worked on Sunday. Not to worry. No doubt several of the friendly country folks would have taken the sermon to heart and stop to help me in my time of need. I could ask one of them.

Thirty minutes later, the parking lot of the church was empty and not a single God-fearing sumbitch had slowed down, much less stopped. As soon as a car got beside me, it was eyes left. If they didn't make eye contact, then their conscience was clear because they hadn't seen I needed help and could continue on. No doubt they didn't want to be late for their Sunday dinner. I fervently prayed that each and every one would come down with a fatal case of food poisoning. There wasn't another building for at least a mile. The church was in the middle of nowhere. We were stuck!

Although I knew there wasn't anything in the trunk to repair the hose, I opened it and rummaged around. A quart of oil, a gallon of coolant, a can of pressurized tire repair sealant, and a couple of seashells from last summer's vacation. Nothing remotely useful. I should have joined AAA.

I grabbed the cell phone and started calling friends while leaning against the front fender. I just wanted to get home; the damn car could sit here until Monday morning. I'd run through half of the stored numbers without luck, when I heard the throbbing roar of a motorcycle.

A cold shiver ran down my spine as a bearded biker roared past. I had just breathed a sigh of relief, when he slowed, made a U-turn, and started back. What now? My stomach flipped as I thought of being alone in a deserted parking lot with that kind of person. I pitched the phone in the car and wished I could jump in after it. Not to be. I had to act brave, protect my wife, and probably get my ass kicked; bikers always robbed and raped in the movies. I glanced at Crystal, trying to reassure her and saw her pick up the camcorder I always carried.

Hey, don't knock it. I'm a lawyer and I've won a few cases because I was able to film an accident scene right after it happened. I guess she wanted proof she hadn't killed me and that my death would be declared accidental so she could collect double indemnity on the insurance. A sour chuckle escaped my lips. I'd taught her well.

As the biker got closer, sweat trickled down my ribcage. A sleeping bag, tent, and a duffel bag was strapped to the bike. Probably needed gas money and figured I would supply it. He pulled up to the car and killed his engine. In the silence, I heard the power windows moan as they closed and then the door locks snapped shut. Crystal had locked me out. So much for standing behind her man.

He unzipped his leather jacket and slid it off. The jacket wasn't shiny new, but looked as if it'd been sandblasted. For that matter, he looked weathered. His beard had streaks of gray and age showed in his eyes, but he still terrified me. He was over six foot tall and weighed 230 or 240 pounds. I stared in morbid fascination at his tattoos and scarred knuckles. Even with his limp, I didn't have a chance.

He stopped in front of me, his voice rumbled just like his bike. "You need help?"

His question surprised me but I remained wary. My voice squeaked when I tried to answer. I cleared my throat and tried again. "Radiator hose blew."

He nodded, went to his bike, and opened one of the saddlebags. He was getting his gun. I was dead. He returned with a roll of duct tape and quickly wrapped it around the split. His eyes crinkled as he smiled. "I can't count the number of times that silver tape has kept me on the road."

I started towards the trunk to get the coolant. "You live around here?"

His chuckle was a dry rasp, "Lord, no. Just coming back from Little Sturgis. The sheriff in this county don't like bikers. Every time I ride through here, he pulls me over. Usually spend a couple of days in their jail."

His matter-of-fact explanation puzzled me. "If you get locked up for riding through here, why do it?"

An edge of anger tinged his words. "I fought in 'Nam, Panama, Bosnia, and Desert Storm and picked up three Purple Hearts. I paid for the right to ride on this road with my blood. Ain't no piss ant sheriff going to tell me I can't."

I didn't know what to say and before I could think of anything, I heard sirens coming fast. I knew instantly Crystal had called 911.

Three sheriff's cars slid to a stop and the officers jumped out with guns drawn. The sheriff, a hard faced man with a buzz cut so short he looked bald, stalked up to the biker. "Well, well, if it ain't Snake. You're a dumb son-of-a-bitch. Should have stayed out of my county." His smile was cold. "Since you like it so much, I'm going to let you stay for awhile." He whipped out his handcuffs and snapped them on Snake's wrists.

I said, "Excuse me Sheriff, but what crime has be committed?"

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The sheriff spun and snarled. "I'll think of something. Your wife called and said you needed help."

I allowed a slight frown to crease my forehead. "I guess she called right before this gentleman stopped. He fixed my car. I'm sorry if you got the wrong impression." I shrugged. "Sometimes she doesn't explain things very well." I nodded in Snake's direction. "Since he hasn't committed a crime, you might as well turn him loose."

The sheriff's shoulders hunched as if I'd struck him. His head seemed to swell while gradually turning red. The muscles in his jaws clenched and the veins in his neck and forehead popped out. He got nose to nose with me; it was hard not to step back because apparently he liked cheap cigars, beer, onions and garlic. He yelled, "Get your ass out of here before I arrest you for trespassing on church property."

I stepped back and waved my hand in front of my face while wrinkling my nose as if I just smelled an overflowing septic tank. "County roads have a 30-foot right-of-way. We aren't on church property."

He dropped his hand to his baton. "You're a smart bastard, aren't you? I'll show you how I handle them and biker trash."

I hoped that Crystal had had enough sense to keep taping the whole confrontation. "Before you do anything more stupid than you've already done, look at my wife."

Apparently she was using the camcorder for his mouth dropped open. I handed him my card identifying myself as an attorney. "We can get you for false arrest, false imprisonment, terrorist threatening and abuse of police powers." I looked at Snake and winked. "I believe my client would be willing to forget your transgressions, if you stop harassing him about riding in your county."

Snake's eyes crinkled again. "Suits me. I'd sure hate to cause old Barney anymore trouble. Probably done wore the copper clean off his lone bullet, loading it and unloading every time he saw me."

The sheriff's face turned so purple I thought his head was going to explode, but he took the cuffs off Snake.

I smiled. "Good choice. After all, this county needs at least one Good Samaritan." ■

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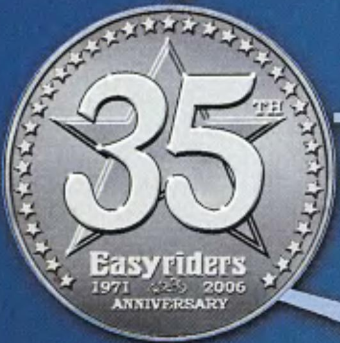

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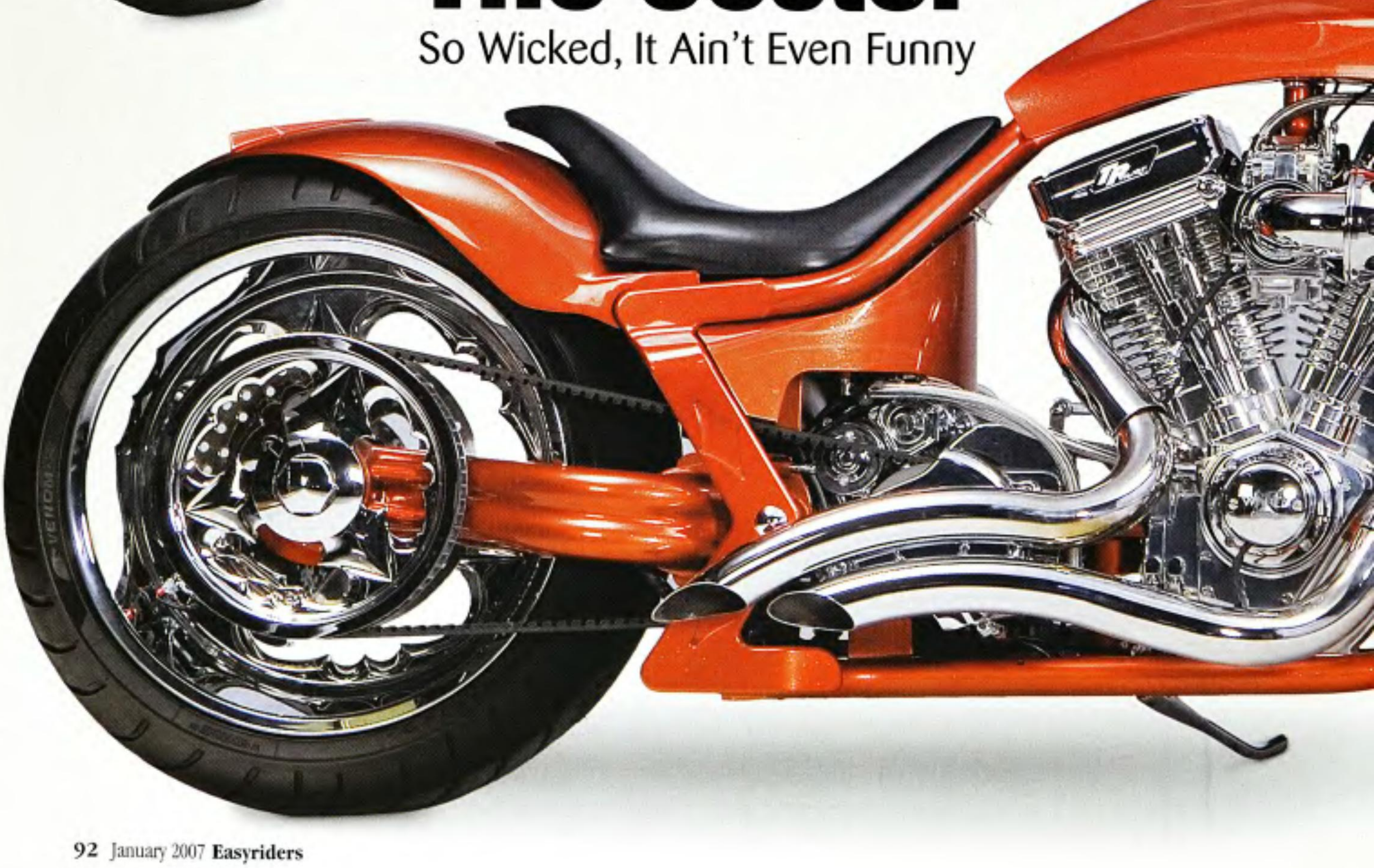
The Jester

So Wicked, It Ain't Even Funny



He was at the spring rally in Myrtle Beach when Adam Desanctis met Chris Shoemaker of Wicked Choppers for the first time. The bike he was riding had a mail order frame, which was beginning to twist apart. We heard that Adam's friends were chuckling about the way that old bike handled. Here was Wicked Choppers to the rescue with such an impressive display that it inspired Adam to ask how much it would take to get a Wicked Chopper of his own. He then plunked down a chunk of change to bankroll this kick ass orange ride known as "The Jester."

Chris told us that Adam is the kind of customer every bike builder dreams about, because he gave only a few details about what he wanted, relinquishing nearly all creative control and truly trusting the Wicked Choppers crew. Adam likes the look of a single-sided swingarm and wanted his Wicked Chopper to be sharp, pointy and pissed

off. He selected this crazy shade of tangerine and then Adam was carefully measured so that Wicked Choppers could tailor a bike to fit him perfectly. The Jester is terribly disturbing to Adam's neighborhood, bike show competitors and folks who just can't seem to understand it. That's everything a Wicked Chopper is meant to be.

Sometimes builders can make everything look easy, but Adam's extreme happiness with The Jester is really no accident. Chris tells everyone that none of this would have been possible without the endless talent and sacrifice of his right-hand metal fab artist and friend, Billy Greene. Chris is especially proud of this one-off gas tank. The final design came straight from Billy and required 11 separate panels of 14-gauge steel. With an empty weight of nearly 35 pounds, this tank is seriously heavy metal. The rest of this bike was built the same way, and is so husky that it would

probably leave a big hole in the highway if it ever fell over.

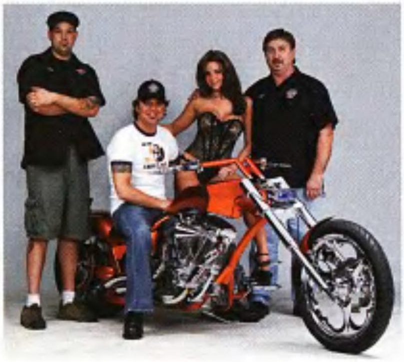
The evil looking jester image that Copperhead Graphics ghosted on to the tank is positioned so that when you look down at it while seated in riding position, it seems to alter the reflection of your face to take on it's own sinister likeness. Duane Ballard is one of the very best seat guys in the business and there is one of his awesome thrones on every Wicked Chopper.

The Jester has a rock solid pro-street frame with 40 degrees of rake, 6 inches of stretch and Wicked took 2 inches out of the neck rise. The 8 inches over Mean Street front end has trees that are raked 7 degrees. What a cool stance and with such balanced handling, Adam is riding The Jester nearly all the time.

Chris says, "The Number One trick to building truly great custom choppers is to use only components and craftsmen of the highest caliber." The folks at Wicked Choppers are building only a handful of very special projects each year. There is a little piece of Chris's soul in every Wicked Chopper project and some even find their way back to him. One of his very favorite bikes was an Aerosmith theme bike that he created for Steven Tyler. It was purchased by a real estate guy who didn't ride it much and later sold it back to Chris.

Everyone who owns a Wicked Chopper has Chris's personal cell phone number—a testament to the Wicked Choppers experience is how they all stay in touch and are great friends. With The Jester around, Adam can always ask, "Who's laughing now?" There's nothing wrong with being a bit wicked, as long as you're having fun. When you finish checking out this month's sexy Fox Hunt winner, Ashley of North Carolina, visit www.wickedchoppers.com.

—Cheese Whiz



Owner: Adam Desanctis
City: Lynnfield, Massachusettes
GENERAL
Fabrication: Wicked Choppers
Model: 2006 Special Construction
Time: 10 weeks
Chroming: Meclec Inc.
ENGINE
Year/model: 2006/TP Engineering
Builder: TP Engineering
Displacement: 114 cubic inches
Cam: TP Engineering
Carb: Mikuni
Pipes: The Cycle Xchange
TRANSMISSION
Year/make: 2006/Baker 6-speed RSD
PAINT
Molding: Wicked Choppers
Painter: Copperhead Graphics
Type/color: House of Kolor/Metallic Tangerine
Special paint: Copperhead Graphics
FRAME
Year/make: 2006/pro-street
Type: single-sided Street Arm
Rake: 40 degrees
Stretch: minus 2 inches up, 6 inches out
Shocks: Platinum
Modifications: Wicked Choppers
ACCESSORIES
Bars: Wicked Choppers
Risers: Wicked Choppers
Handlebar controls: Hurst
Fenders: Wicked Choppers
Headlight: Fred Kodlin
Taillight: Wicked Choppers
Speedo: Dakota Digital
Pegs: Wicked Choppers
Foot controls: Wicked Choppers
Electrics: Wicked Choppers
Gas tank: Wicked Choppers
Primary: Belt Drives Limited
Oil tank: Wicked Choppers
Seat: Duane Ballard
Grips: Wicked Choppers
FRONT END
Type: inverted
Extension: 8 inches over
Triple trees: raked 7 degrees
Builder: Mean Street
WHEELS
Hub: Xtreme Machine
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: HHI
Photos: Brad Patton

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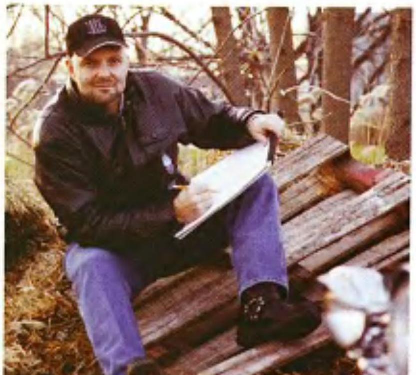
"MOTOR MARC" LACOURCIERE

"As a kid, my passion was building go-carts and mini bikes. As I grew to a teenager, mini bikes turned into trail bikes and eventually road bikes," says Motor Marc Lacourciere. "I always was a motor head and even then as now my nickname was Motor Marc. In the wintertime I was always in the shed tearing apart an engine in my trail bikes. While I was doing that, I was always sketching. I used to draw these Captain America choppers all over my books."



He was actually trained as a toolmaker by trade, following in his dad's profession. Working on motorcycles and classic cars was a hobby and so was painting. Over the years he would go to shows, sketching out bikes and cars. "It got to the point where I was making more money than in the tool trade industry. I ended up venturing out on my own, with a small agency to keep the cash flow going, at the same time painting motorcycles and cars." The only training he had was going to car shows and meeting other illustrators. He would "study what the masters did and try to push that… try to be even better than them."

He describes his style as "very, very detailed… If there is a nut or bolt there,

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it should be in my painting." Marc spends a lot of time penciling his work before painting it. A lot of his work is based on reflections. "There is tons of chrome on a bike and if you look inside chrome… it reflects what is around it. So, as an artist, I try to put the reflections in because it makes the painting really interesting."

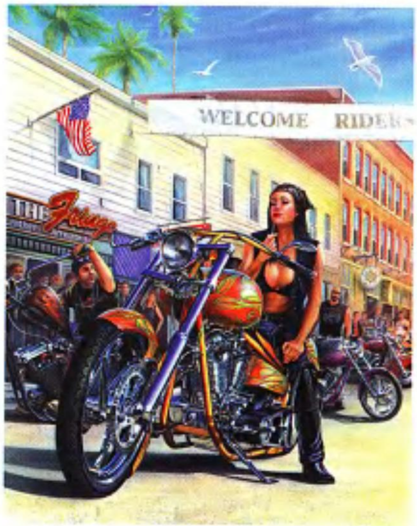
Motor Marc is always trying to hit a nerve with his paintings. "When I do a painting, I try to create it in such a way that when somebody looks at it, they are emotionally attached to it. Take the *Burning Desire* painting. The guys are working on the bike and trying to get it done. At the same time, you look at the reflections and you see their eyes looking into the chrome at the bike and their hands in the chrome, reaching in. When we do a trade show, people look at the work and they are so amazed. We have pieces that give them goose bumps; we have people that cry because they are so emotionally touched. It hits a nerve."

Marc draws completely from his original thoughts. He'll find a bike that he really likes, or a concept of a bike, or scenes that he sees on the side of the road that would make a really cool painting. *Man's Best Friend* is one painting that really hits it on the head; it sells out at every show that he goes to. *Men of Arms* is another one that tugs at people's hearts.

Over the years, Marc has made licensing deals with a number of companies, including the Discovery Channel. He has painted several of the Orange County Choppers bikes and designed mugs, plates and clocks for collectors and fans of the show. He also did a whole series with *Easyriders* through The Hamilton Collection/Bradford Exchange for our 25th Anniversary. His painting, *Harley-Davidson Road King* was auctioned off at the 100th Anniversary in Milwaukee for the benefit of Muscular Dystrophy Association.

Most of Marc's paintings are done with watercolor and acrylics. For a behind the scenes peek into his work, go to Motor Marc Art, www.motormarcart.com and check out step-by-step how he does his work under "Marc's Easel." Marc's art is also available through Ron Segal at Segal Fine Art, www.motorcycleart.com.

—Kit Maira



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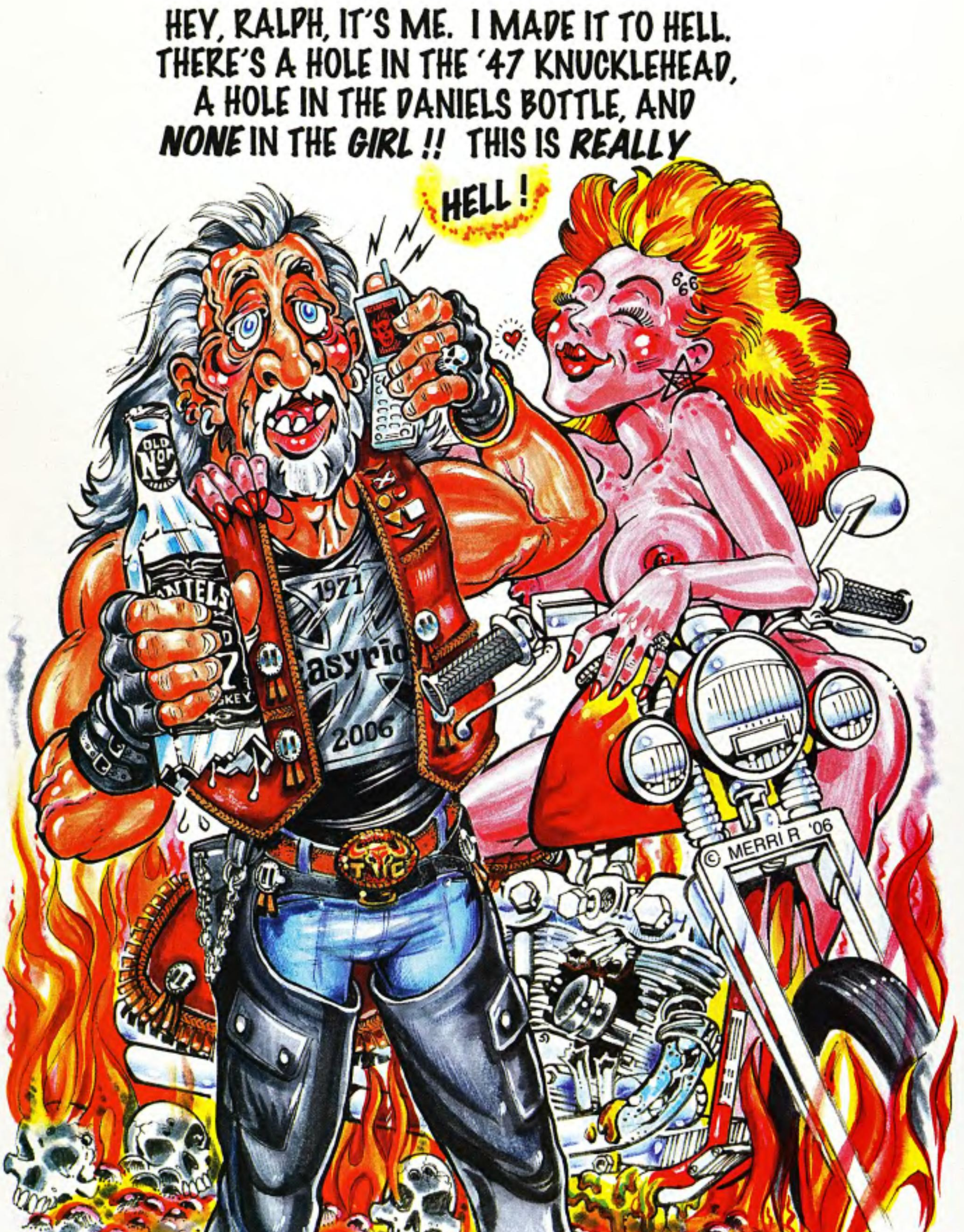
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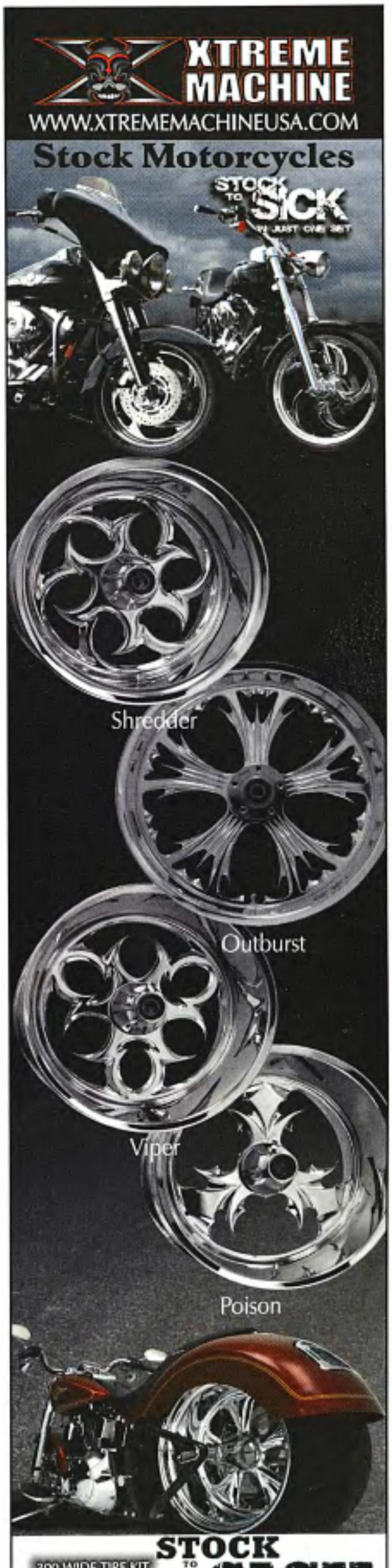
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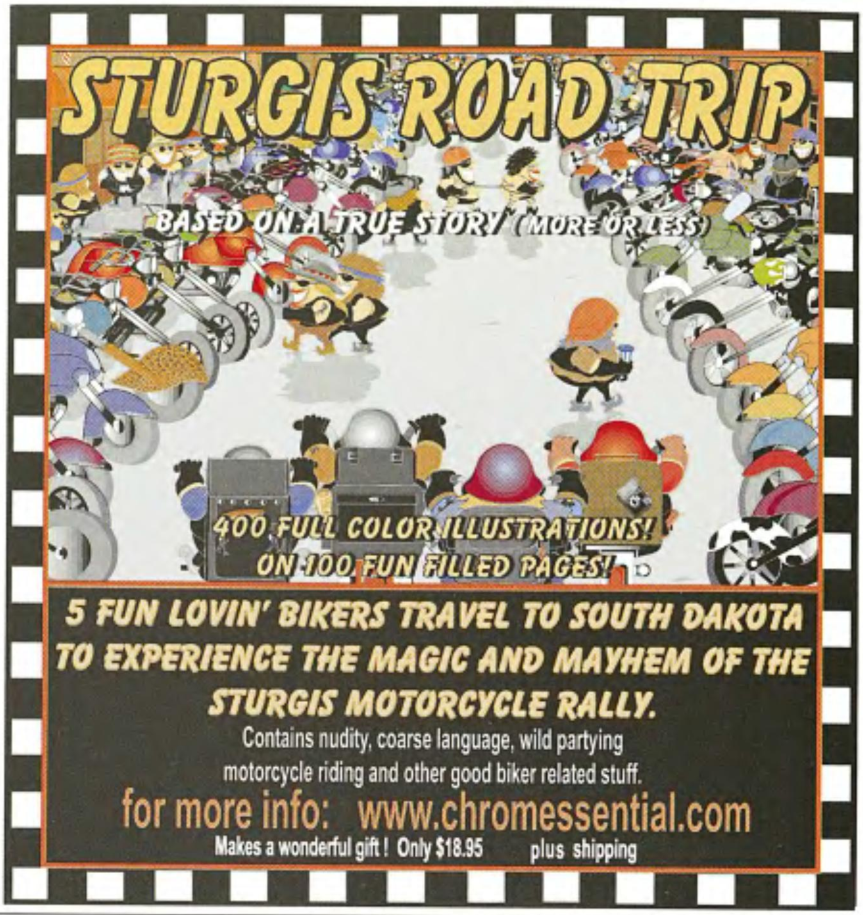
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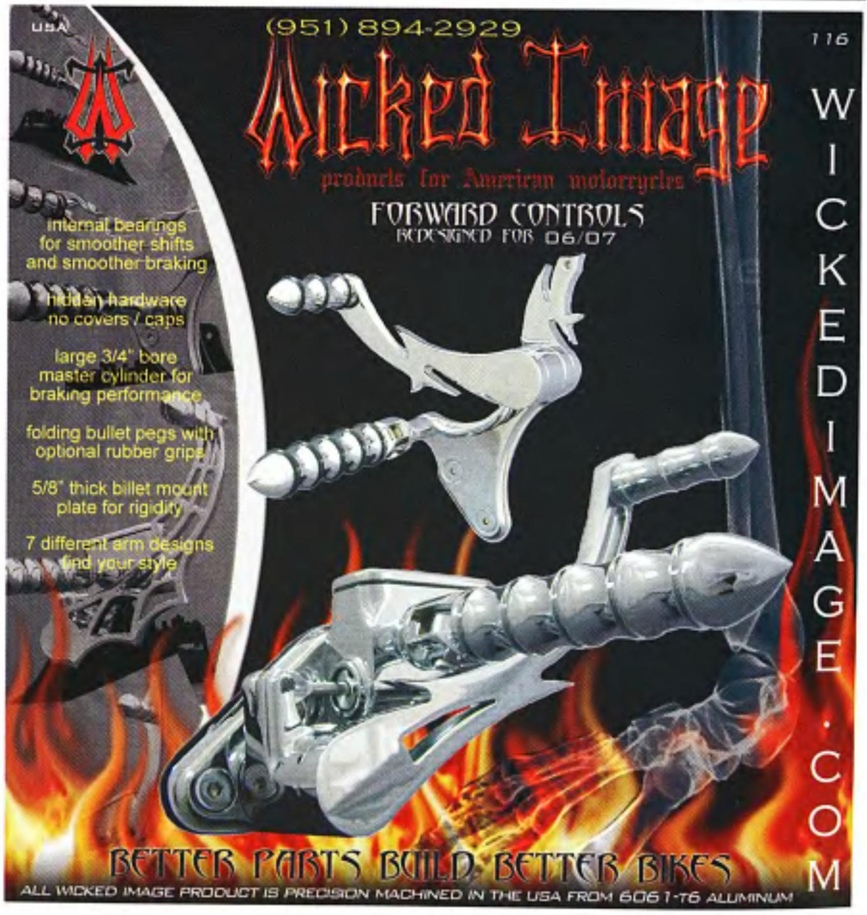
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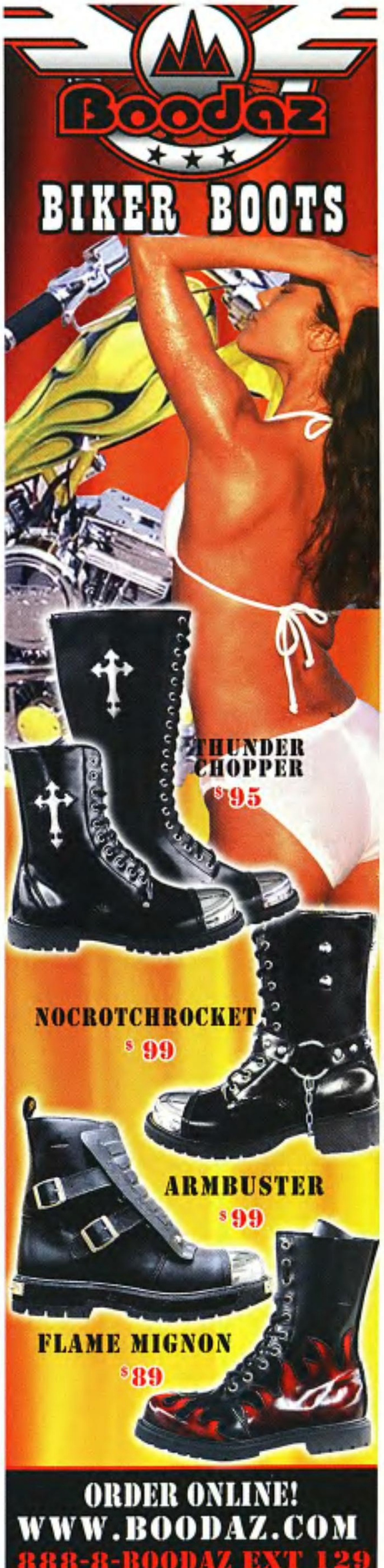

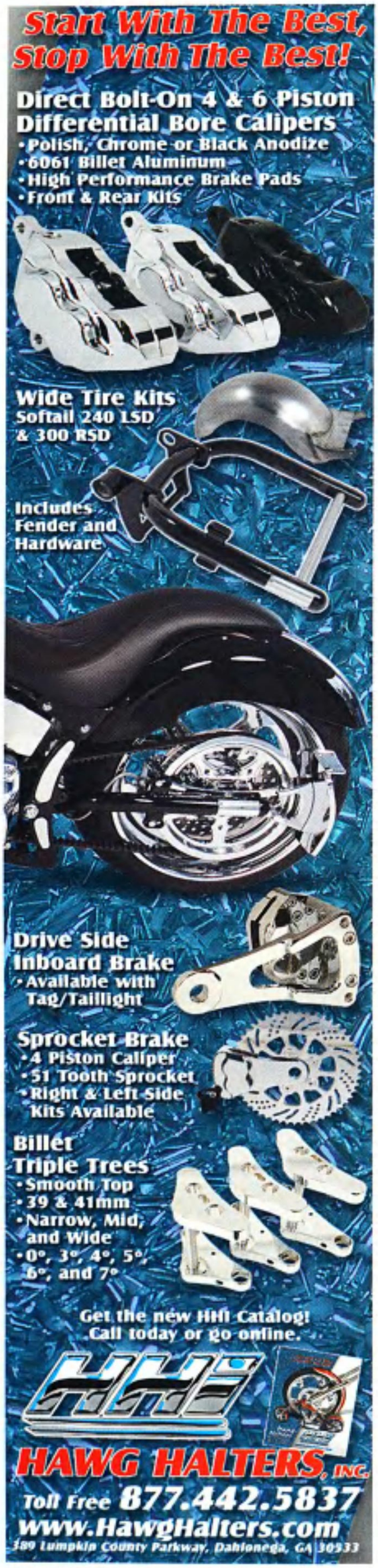
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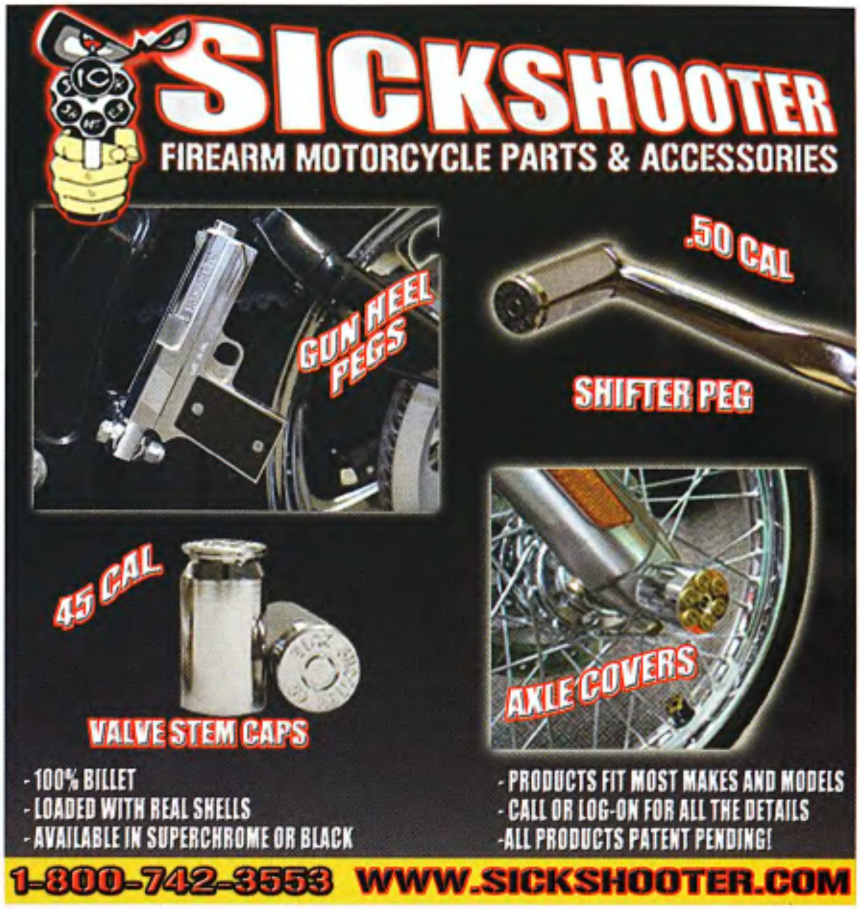
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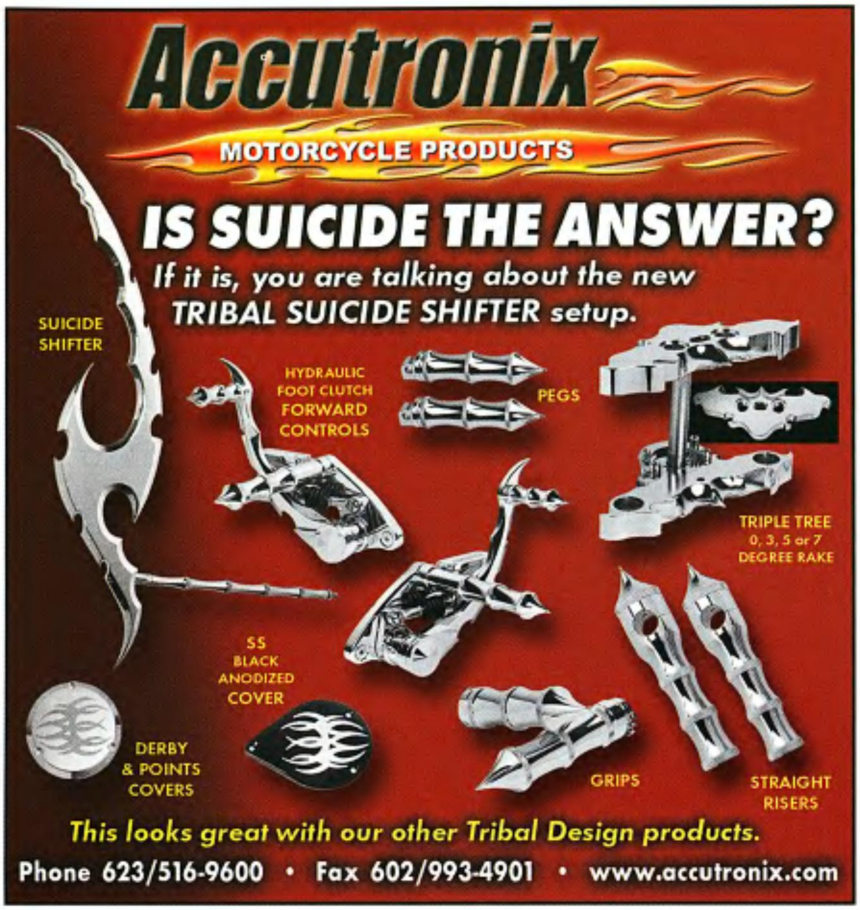
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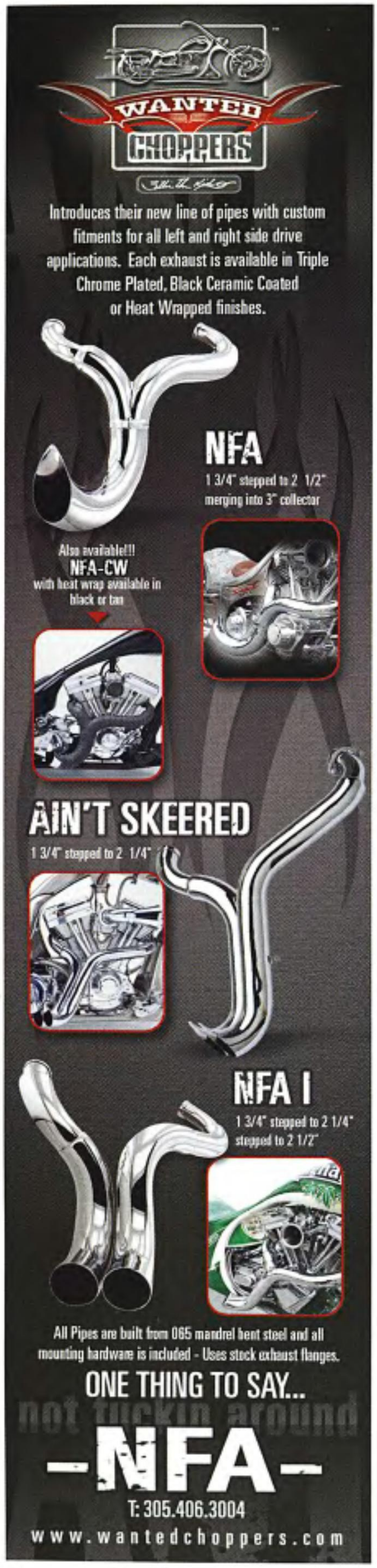
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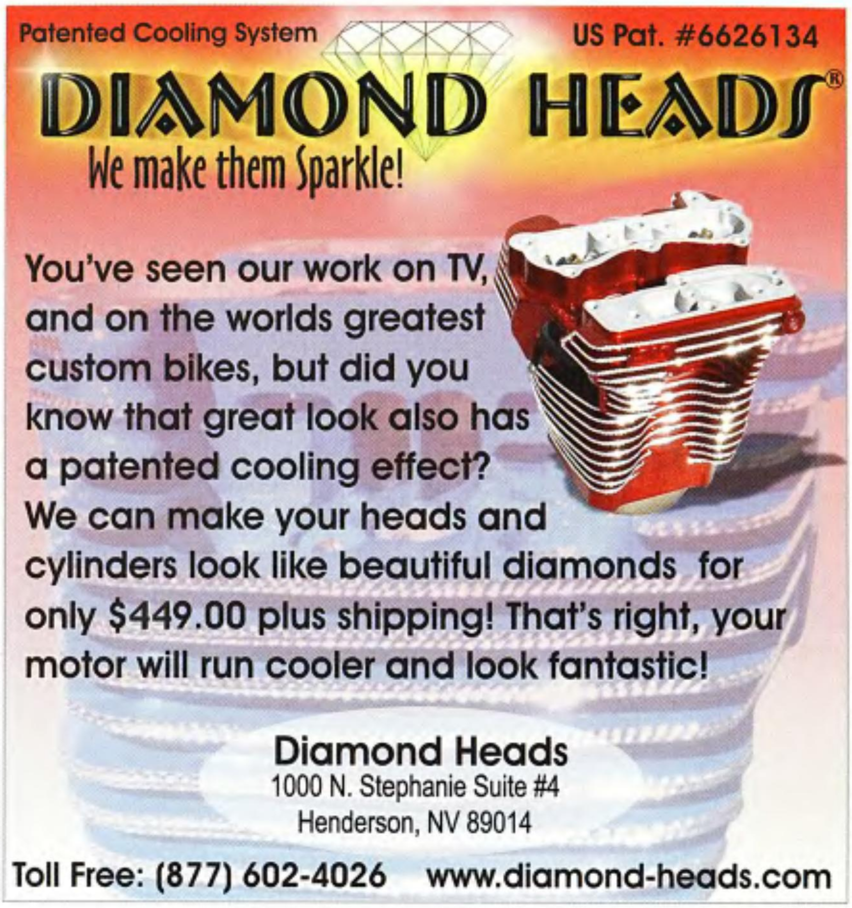
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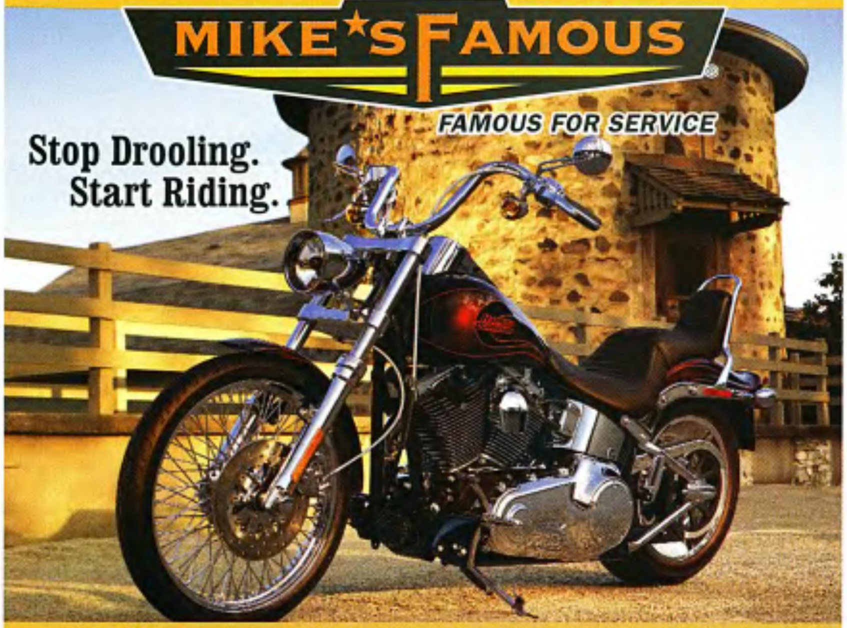

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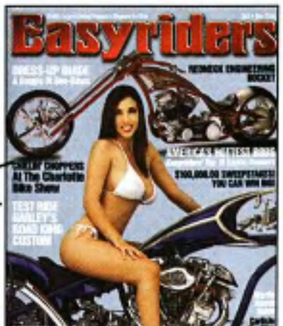

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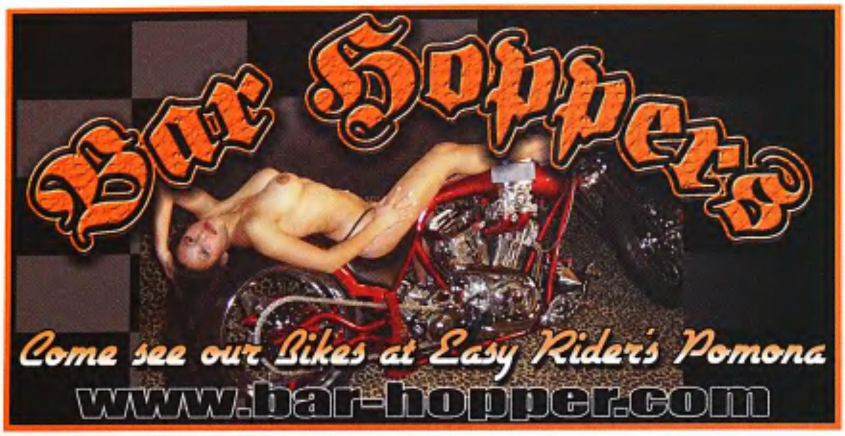
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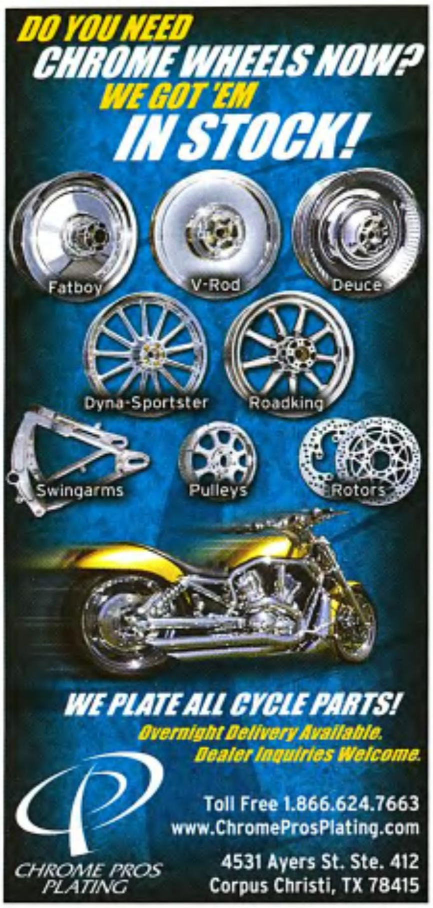

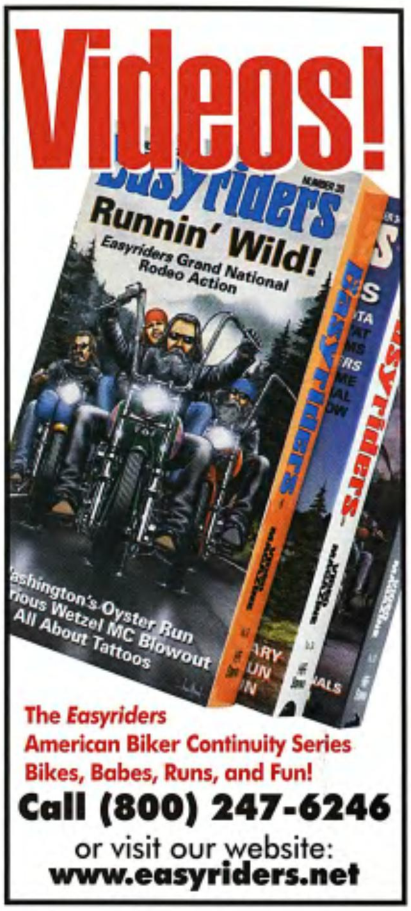

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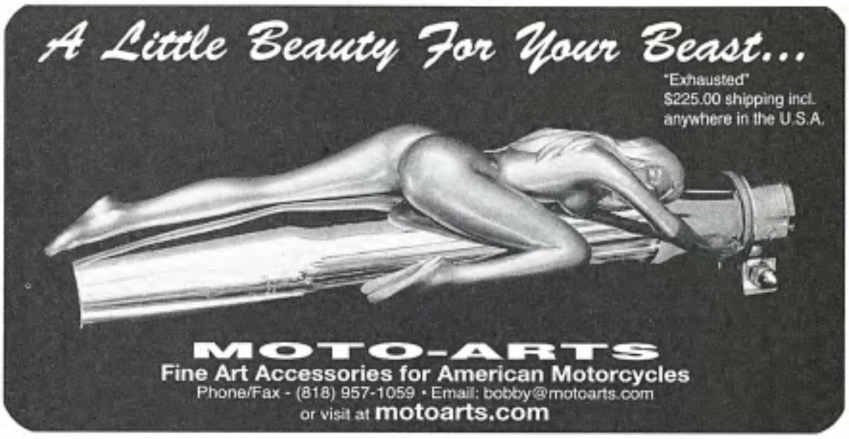

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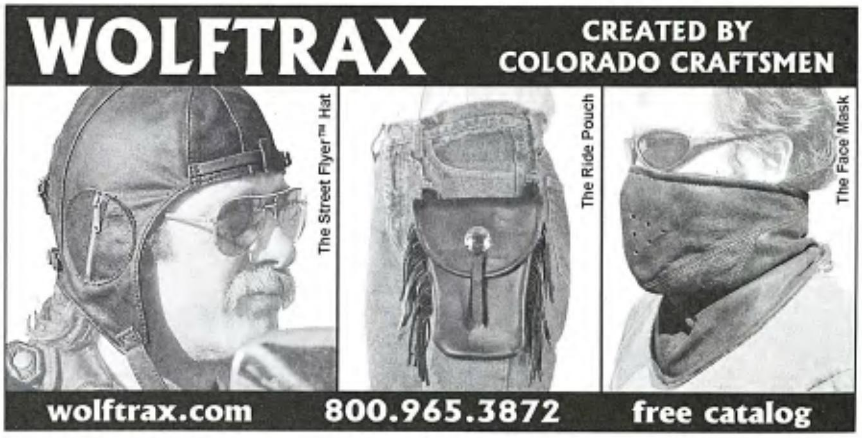

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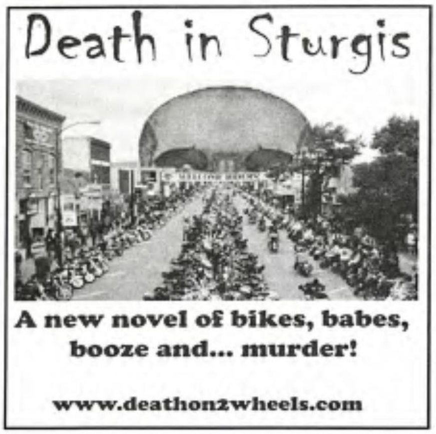

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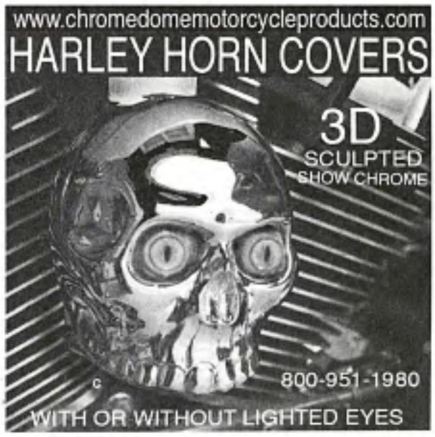

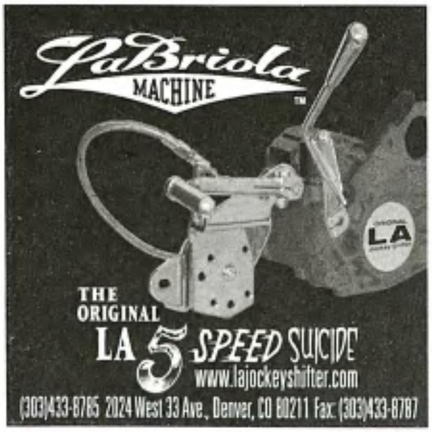

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1/3 pg square	4 1/2 x 4 3/4
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	3x	6x	12x
1/3 pg v	$860	$815	$770
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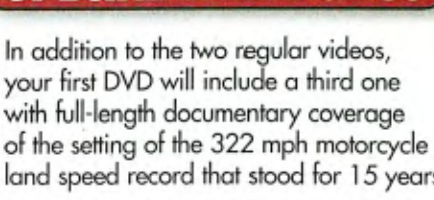

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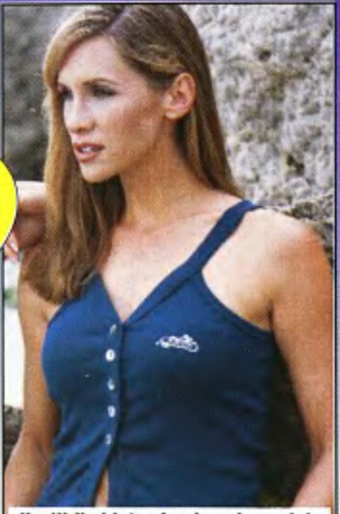

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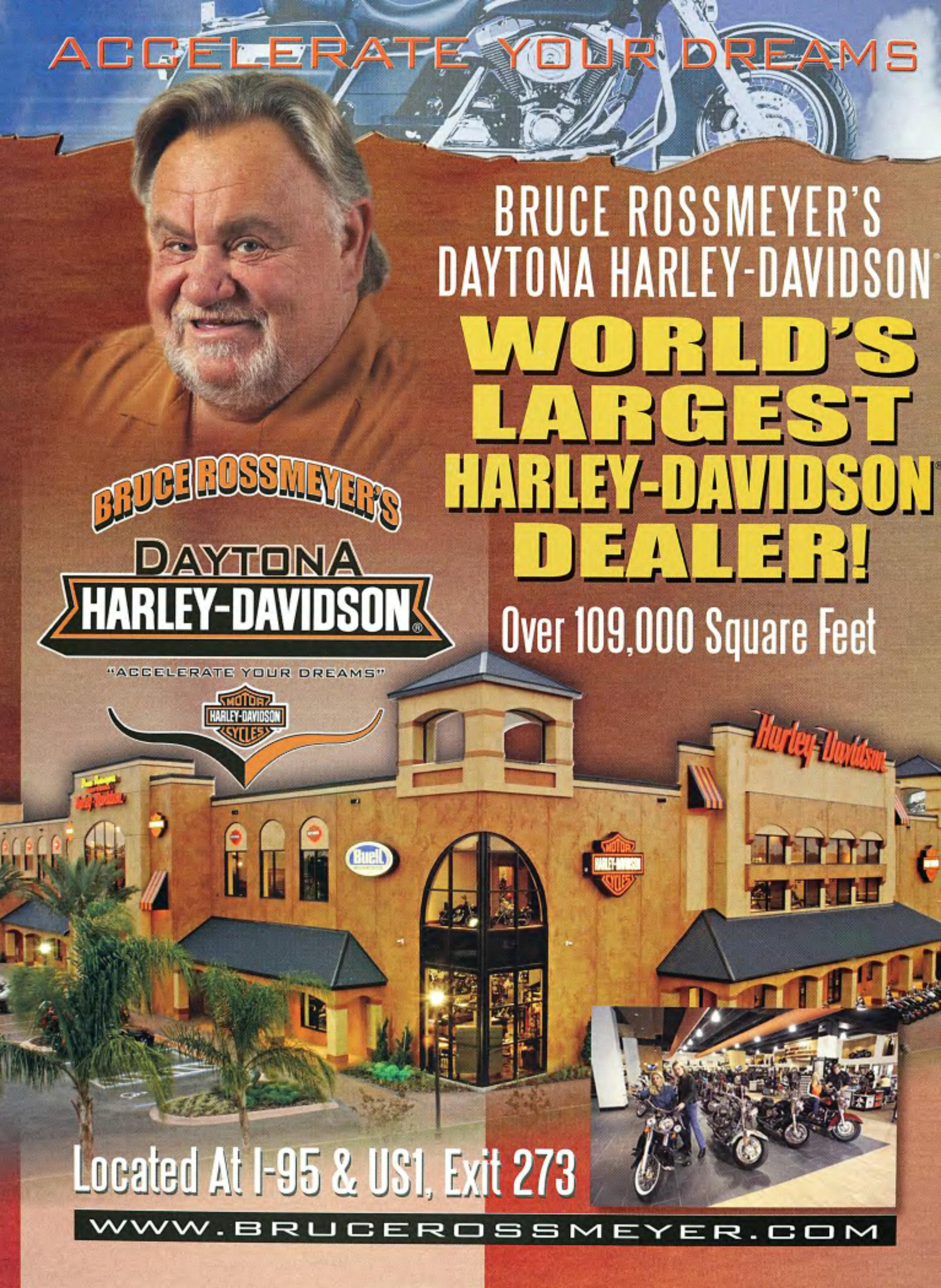
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Style and comfort no longer have to be sacrificed in the search for the perfect scooter seat. It has been said that the right choice in a seat is what ties together a custom motorcycle. You can spend thousands on chrome and fancy paint and ruin it all in a heartbeat with an ugly seat. This guide to the finest in motorcycle saddles should make those choices a tad easier.

Easyriders also thinks you might as well cart your crap in style. To that end, we have added an eclectic display of motorcycle luggage to help you get your shit together and take it on the road.

Hey folks, check out the products with this little motorcycle next to their product, they are advertisers in this issue. Have a look at our advertising index on Page 144 for more information on these companies. *—Kit Maira*

EASYRIDERS' SEAT AND LUGGAGE GUIDE

PREMIUM LEATHER TOUR-PAK FROM HARLEY-DAVIDSON

The new Premium Leather Tour-Pak luggage from Harley-Davidson Genuine Motor Accessories is the same king-size Tour-Pak introduced on the 2006 Screamin' Eagle Electra Glide Ultra Classic. The leather-wrapped exterior features an embossed ostrich pattern insert, leather braiding and custom stitching. The raised center section allows this Tour-Pak to accommodate most full-face helmets. This Tour-Pak also includes a chrome luggage rack, chrome accent spears and an interior light.

The Premium Leather Tour-Pak luggage fits 1997-later Road King and Electra Glide Standard models equipped with a Tour-Pak rack and appropriate docking hardware kits. A Tour-Pak installation kit includes a wrap-around passenger backrest pad and required installation hardware. See dealer for ordering and fitment details.

Harley-Davidson, 800-443-2153; www.harley-davidson.com

DRAG SPECIALTIES CANVAS SADDLEBAGS

These throw-over mounting black saddlebags are hand crafted from treated canvas, making them water- and flame-resistant, as well as mildew-proof. Saddlebags feature nylon drawstrings, heavy-duty seams and leather trim and straps. They measure 13 inches long, 5 inches wide and 13 inches high.

Drag Specialties; www.dragspecialties.com

ROLLING SISSYBAR TRAVEL DUFFLE

Rolling travel duffel bag with built-in handle uses wide Velcro panels to attach to sissybars. It has a full-length inside pocket with three smaller compartments, plus two full-length zippered pockets outside: one with a full-length netted zippered pocket and the other is a full-length enclosed pocket. Rain liner conveniently stores in its own pocket just below the handle recess. Conveniently straps to your sissybar. It has two additional quick-release straps for extra security. Dimensions: 20 inches tall, 11 inches wide, 12 inches deep.

J&P Cycles, 800-397-4844; www.jpcycles.com

KÜRYAKYN GRANTOUR BAG

With multiple mounting options —sissybar, luggage rack, or passenger seat—this versatile bag is the ultimate companion for overnight trips or short tours. A semi-rigid internal framework serves two purposes. It helps the main compartment hold its shape even when empty and it provides adjustable lumbar support. Large zipper pulls are glove friendly. Retractable locking device keeps bag right where you want it. Made of Cordura and leather, the weather-resistant Grantour Bag comes with a rain cover for added protection. Dimensions: 18 inches tall, 14 inches deep and 20 inches wide.

Küryakyn, 866-277-9598; www.kuryakyn.com

SUMAX BIG ASS TOURING BAGS

Get 30% more cargo space with Sumax's composite glass saddlebags designed for 1997 and newer FLH and FLT series Harley-Davidsons. They are lightweight, yet very strong and durable. The interior is finished with a soft, sprayed lining. The exterior is a sandable premium primer gel coat finish. Bags have two opening options: a chrome lockable latch and hinge combination so they can open up from the front or the rear; or a chrome lockable latch on front and rear designed for tour packs and extra wide seats that lifts off.

Sumax, 315-768-1058, 800-654-5546; www.sumax.com

LEATHERWORKS

The Leatherworks saddlebags, tool bags and sissybar bags are made from 10oz American tanned leather using industrial strength materials so they will hold their shape and last for years. All saddlebags feature the Indian head nickel, the quick

release buckles, the long straps to carry cargo on top of their reinforced lids and the metal clips for attaching other bags or bungee cords. The Leatherworks bags can be customized with chrome studs, colored studs, conchos, pockets, colored piping, hand braid, basket weave or different color leather. Saddlebags can be made throw over zipper detachable or bolt-on, ready to use with their quick release Easy Brackets.

The Leatherworks, Inc., 209-983-9200; www.leatherworksinc.com

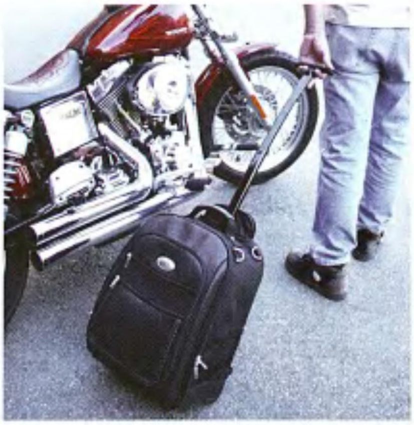
COMFORT MAX GEL PADS

American Motorcycle Specialties' innovative new line of Comfort Max Gel Pads are designed to offer today's riders unparalleled comfort on any bike and for any style of riding. They have added genuine Australian sheepskin as their newest cover option. The sheepskin cover provides the ultimate rider comfort and allows air to circulate, virtually eliminating perspiration. At the core of the Comfort Max Gel Pad is an advanced Viscoelastic molded gel used in medical and sports applications. Its unique properties include the elimination of pressure points or "hot spots" which can cause rider discomfort. In addition to absorbing vibration, small bumps and road irregularities, it can be preheated or cooled to add comfort in adverse weather.

American Motorcycle Specialties, 800-710-7237; www.amspecialtiesusa.com

CARRY-ON ROLLER BAG FROM SADDLEMEN

Saddlemen's newest sissybar bag, the Carry-On Roller Bag, is sure to be a hit with anyone looking for a stylish carry-on bag, whether or not they intend to strap it onto a motorcycle. The glove-soft leather fascia gives it a luxurious look and it's available in two styles with



brightly chromed studs or a simple, braided leather trim. Measuring 17 x 13 x 7.75 inches, it's the perfect size for a weekend hop, easily swallowing a full-face helmet and some gear. The front clamshell lid features three zippered pouches, an organizer with pockets for your PDA, camera, etc., and there's an elastic net pouch on each side for quick-access items on the road. The sissybar/rack mounting system will attach to most bikes' passenger backrests and the single-extension retractable handle and smooth bearing wheels guarantee that you'll roll with ease through airports or hotel parking lots. Six heavy-duty metal D-rings also give you additional mounting point options.

Saddlemen, 800-397-7709; www.saddlemen.com

CUSTOM LATCHES FROM BILLET BOYS

Few things look better than a well contoured, chrome-plated, billet part fitted to a nicely painted surface, and the Billet Boys new custom latches for FL series hard bags are all that and more. Designed as a bolt-on replacement for the factory's cast metal latch cover, they are the perfect finishing touch to a classic bagger. These latch covers fit the stock inner mechanism and reuse the factory lock assembly. They can be installed in 20 minutes with simple hand tools; no drilling or filing is required. The Billet Boys custom latch covers fit all 1993 and later FL models equipped with hard saddlebags.

The Billet Boys custom latch covers are machined from aircraft quality billet aluminum. They are available with a smooth or ball-milled surface. As are all Billet Boys custom parts, the custom latch covers are finished with show quality chrome plating. Like all other Billet Boys parts, the latch covers are made in the U.S.A.

Billet Boys, 510-471-3026; www.billetboys.com

MUSTANG SEATS

Mustang's seat for the Softail FXST wide tire model shown here features a 17.5-inch wide, deeply pocketed front bucket that sits the driver at the ideal cruising angle to keep him from sliding forward. The optional driver backrest is fully adjustable and offers ultimate support and flexibility and can be fully adjusted while seated. The backrest folds flat for ease of getting on the motorcycle and removes easily without tools.

The entire 14-inch width of the comfortable passenger seat is supported by Mustang's unique internal steel support wings, which hold up the full width of the foam. Simply put, this means no more sagging at the edges and no more passenger complaints.

Mustang, 800-243-1392; www.MustangSeats.com

DRAG SPECIALTIES PREDATOR SOLO-STYLE SEATS

Predator seats have a low, lean look and flow with the lines of your bike. The high-quality cover is crafted from solar leather in the seating area and is stitched with durable nylon thread. Predator seats have a custom injection-molded polyurethane-foam interior to provide superior comfort and sit upon a precision-thermoformed ABS-plastic seat base,

which provides the perfect fit. This lightweight base is carpeted to protect painted surfaces. These Predator solo-style seats come complete with mounting brackets. Made in the U.S.A.

Drag Specialties, www.dragspecialties.com

MAMMOTH CHOPPERS

Mammoth has designed and come out with the 200mm solo seat for '06 and '07 H-D Softails: The Sloth. Like all their seats, they are constructed of top grain leather with your choice of their famous pinstripe or flame stitched designs.

Mammoth Choppers, 800-235-0272; www.mammothchoppers.com

LePERA BARE BONES

LePera has been crafting motorcycle seats since 1972. Their Silhouette Bullet is strictly a solo ride. This seat is what the name implies—Bare Bones. If you are looking for the thinnest, narrowest solo seat on the market, look no further, you have found it.

LePera, 818-767-5110; www.lepera.com

IRON BAGS

Iron Bags have been designed to put you on the road with the finest traveling gear. Pictured is the Freedom Bag, available from plain to totally decked out. These are constructed using 14 oz. top grain American saddle leather with a contoured fiberglass back to accommodate your bike. Handcrafted in the U.S.A.

Iron Bags, 715-835-4557; www.ironbags.com

PAC-KIT

Pac-Kit Saddlebag Company, home of the Big Bertha, has been building top quality leather saddlebags for Harley-Davidsons for over 30 years. All Pac-Kit products are hand made in the U.S.A. using only the finest materials. The Daytona FXD and the Daytona Custom FXD, shown here on a 2002 Wide Glide, are their newest additions. Made exclusively for 1991 and newer Dyna Glides, the Daytona's feature: heavy 8-9 oz. premium top grain cowhide, which is drum dyed and UV protected; an injection molded back for a tight fit, PVC frame to retain shape, mounting brackets, quick release buckles and comes with all necessary hardware including chrome bolts. No relocation kit is needed because your stock turn signals mount to their bracket. Includes a two year warranty and free mink oil. They also have a version for the Sportster 1994 to present called the Daytona XL.

Pac-Kit Saddlebag Company, 800-822-1804; www.packitsaddlebags.com

PAUL COX RIGIDAIR

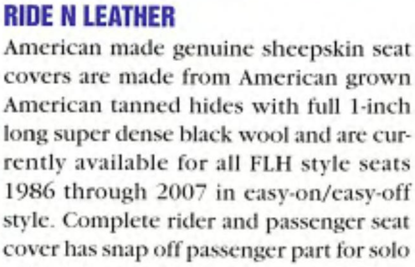
Universal builders kit includes everything you need to set up your air-ride seating system: air spring assembly with mounting bracket; seat adapter bracket; all fittings; check valve and air lines solenoid valve for emptying the springs; all wiring; terminals and two way switch; heavy-duty, compact compressor with mounting bracket; stainless steel nose mount with oil liGHT bushings and complete, illustrated instruction sheet.

Paul Cox Leather, 718-609-9067; www.paulcoxleather.com

CARROLL COMPANIES

This heavy-duty detachable slant throw-over saddle bag with studs and piping works great with Dyna models, but will also work for other bikes. The bag features their Easy Buckle system. Manufactured with impeccable quality and workmanship of 9 oz non-corrected full grain cowhide from hides which have been oak-tanned and drum dyed. All saddlebags are sewn with heavy nylon thread with riveted stress points. Brass chrome plated studs and buckles will not tarnish. Dimensions: 15 inches wide, 13 inches high by 6.5 inches deep. Made in the U.S.A.

Carroll Companies, 828-264-2521; www.carrollcompanies.com



RIDE N LEATHER

American made genuine sheepskin seat covers are made from American grown American tanned hides with full 1-inch long super dense black wool and are currently available for all FLH style seats 1986 through 2007 in easy-on/easy-off style. Complete rider and passenger seat cover has snap off passenger part for solo riding. No need to remove your rider backrest to add or remove your seat cover. Front leather tip slides between your tank and seat to hold down front. Very slip resistant when rider or passenger is on the cover. If you ride, you need

a quality sheepskin cover for your bike. They make other styles and will soon add designs. Call and they will work out the details to provide a custom fit or look for any seat. Prices for front only black FLH are $65; add passenger snap on cover for $60.00. Driver and passenger back rest available.

Ride N Leather, 765-661-3345; www.ridenleather.com

NELSON-RIGG SISSYBAR LUGGAGE SYSTEMS

All RiggPaks feature top quality, UV-treated Tri-Max ballistic nylon, with a fully nylon lined interior. Utilizing their innovative Full-Nelson mounting system, they can be mounted to sit on either luggage rack or passenger seat. They also feature highly reflective webbing, fail-safe heavy-duty zippers with pull fobs and durable rubber carrying handles. They hold their shape even when empty and incorporate a rigid bottom plate to prevent sagging. A removable padded vanity cover conceals the mounting system. A personalized combination lock and adjustable shoulder strap with pad complete the package. Covered by a lifetime "no hassle" warranty.

Nelson-Rigg, 714-850-1811; www.nelsonrigg.com

RETRO METAL-FLAKE SOLO SEATS

The Retro solo seats from Jammer are constructed with a formed steel base and covered with a high quality Zodiac metal-flake covering in your choice of blue, red, charcoal or green. Flipped up in the back for support and to keep you from sliding off when you give it the gas. Seats measure 11 1/2 inches long, 9 1/2 inchs wide and mount to any frame using seat springs and mounting brackets also available from Jammer. Matching Retro P-Pads

patterned after the old P-Pads of the 60s are also available.

Jammer Cycle Products, 800-597-6467; www.jammerclub.com

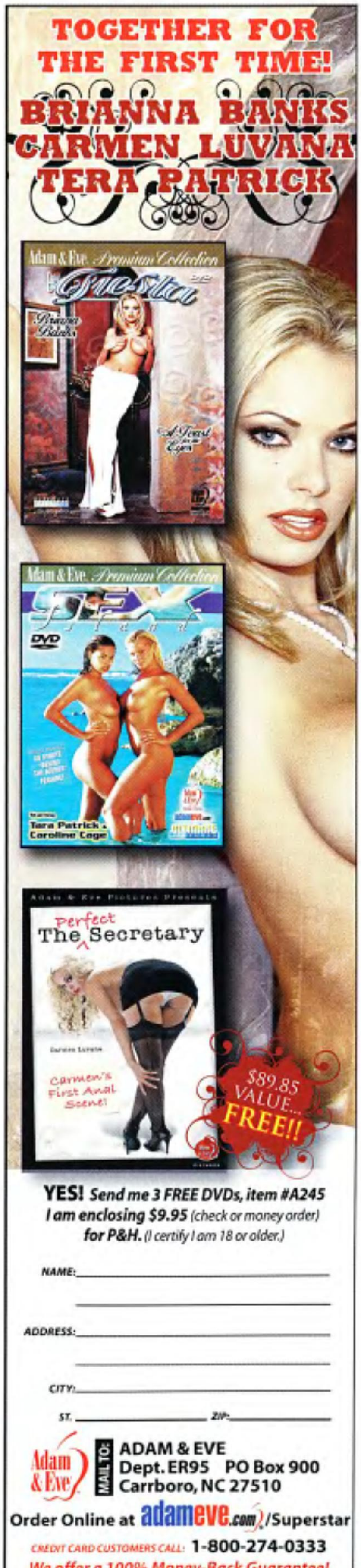
WCC CHOPPER SEATS

Tired of run-of-the-mill custom seats? Check out West Coast Choppers' slick Web site and you're up for anything but ordinary. Shown here is just a sample of the unique designs and exceptional quality you can expect in any of the company's beautifully hand crafted seats. No mass production here, WCC seats are made to order from the finest hides in black, tan and natural. You can even order the raw seat pans ready for your finishing touch or fully show chrome-plated. Three seat logo impressions are currently offered including the Pay Up Sucker, West Coast Choppers (WCC) And Choppers For Life (CFL). A sanitary plain pattern and other styles are in the works and will be available soon. All WCC seats carry the company ID tag and are individually hand made in Long Beach, California.

West Coast Choppers, 562-983-6666; www.westcoastchoppers.com

FLYRITE CHOPPERS SOLO SPRING SEAT

Flyrite Choppers has been producing the FRC Solo Spring seat for die-hard, traditional, rigid fans for nearly four years. Unlike other seat designs, the FRC Solo Spring seat features a lip on the rear to hold you firmly in place when the



throttle is twisted excessively in the counter-clockwise direction.

The seat consists of a powdercoated semi-gloss black heavy gauge steel pan. Padding is of high-density foam for your riding comfort. Black vinyl upholstery is standard with many custom variations ranging from metal flake to stitched pin striping available.

Flyrite Choppers, 512-918-2467; www.flyritechoppers.com

WILLIE & MAX SADDLEBAGS

Willie & Max Saddlebags presents Condor, a beautiful "winged" design debossed directly into the fabric. Easy in and out with hook and loop closures, saddlebags have zip off yokes and removable carry handles. Willie & Max now carry 60 different designs for saddlebags, as well as tool pouches, sissybar bags and tour trunks. All bags have plastic reinforcing for shape retention. Willie & Max are available through your local dealer.

Willie & Max Saddlebags, www.willieandmax.com

NEW YORK CITY CHOPPERS

New York City Choppers now offers custom motorcycle builders the opportunity to use these magnificent custom handcrafted seats for their next project. Each seat comes with a steel

baseplate and is available in you choice of black leather or doeskin or in a variety of exotic leathers. Specially built seats are also available for stock motorcycles.

New York City Choppers, 212-643-6200; www.nycchoppers.com

DANNY GRAY HANDCRAFTED LEATHER SEATS

For nearly 30 years, Danny Gray has been the choice for seats for the world's top custom motorcycle builders. Arlen Ness first began using Danny's seats in the '70s on his own world-class customs. For this year Danny's revamped the entire line of custom seats. All agree that Danny's high standards of design, workmanship and comfort make his seats the only choice for their creation. Each seat is produced using only the finest materials including Connolly leather and high density closed cell foam. This year's seats have the additional "Butt-crack" feature for improved comfort on long riding days, sculpted onto an ABS plastic baseplate for a perfect fit every time. Every seat is individually inspected before shipment to insure only the highest quality products are fitted on your motorcycle. Special orders available for variations upon request.

Danny Gray; www.dannygray.com

NESS/BATTISTINI SADDLEBAG LATCH COVERS

New Battistini styling for that classic clean look. These latch covers are machined from 6061-T6 billet aluminum and beautifully chrome-plated. The latch

covers come supplied with a paintable black ABS plastic insert to cover the factory latch. They are sold in pairs.

Arlen Ness Enterprises, Inc. 925-479-6350; www.arlenness.com

TOUR RACK FROM SNELL MOTORSPORTS

The Tour Rack for Harley-Davidson FL model motorcycles is computer designed for the Harley-Davidson Tour-Pak and fully CNC-machined from a single aluminum billet, hand polished then given a high quality chrome finish; all stainless steel hardware is included.

The Tour Bag is a custom design, which is built to fit the tour rack and follow the contour. The bag is expandable 5 inches in height. The main zipper is protected by a rain flap and each side of the bag has a zippered side pouch. The bag has a convenient handle on the front for carrying when not on the rack. Three spring-loaded Posi-Lock quick connects make it quick and simple to attach the bag to the rack. 1860 ballistic rain resistant material is used for the bags construction. Both the rack and the bag are manufactured in the USA.

Snell Motorsports, 928-680-7004; www.toolingtechnologiesinc.com

7th ANNUAL

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FEBRUARY 3-4-5, 2007

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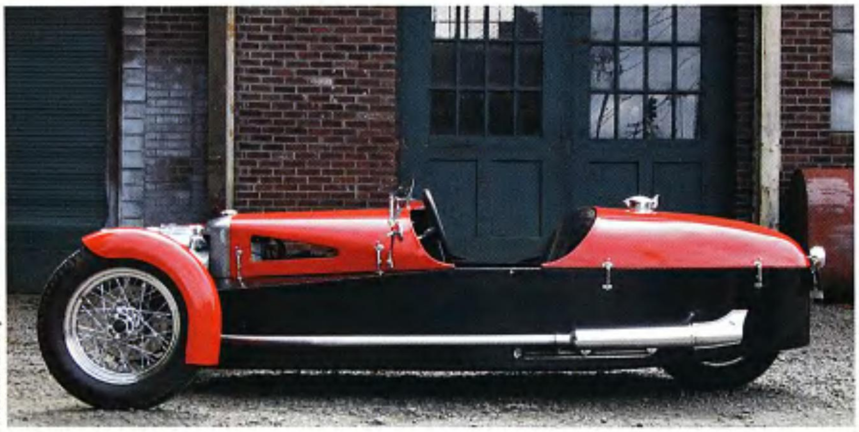
SNEAK PEEK AT A CLASSY RIDE

THE HARLEY-POWERED LIBERTY ACE CYCLE-CAR

A few months ago, we came in contact with Pete Larsen of Liberty Motors in Seattle, Washington. Pete has a love for classic cars and motorcycles and is dedicated to creating high quality sidecars for your late model Harley. The Liberty Sidecar is a faithful reproduction of the 1937 to 1966 Harley sidecar, updated with a thoroughly modern undercarriage, including a dual suspension, disc brake, 4-point mounting and more.

Liberty Sidecars offer a nostalgic appearance while delivering contemporary performance and handling.

Another thing Pete has always wanted to do is build his own car from start to finish and he gave us an exclusive preview of his classy, Harley-Davidson-powered Ace Cycle-Car. Reminiscent of the old Morgan three-wheelers of the 1930s, the Ace Cycle-Car is a lightweight two-seater that is a blast to drive. While it has the handcrafted look of antique motorcars, like the Liberty Sidecar, this fun machine utilizes the latest technology.



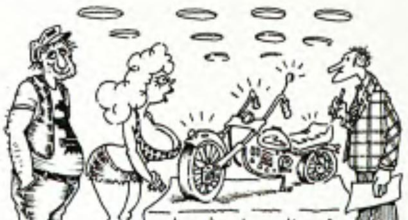
Photos: Liberty Car

The prototype we tooled around in was built in the same 8,000-square-foot 1925 historical building where manufacturing and assembly is done for the sidecars.

Pete Larsen and his wife, Patty Billings, founded the company in 1990. Pete is an industrial designer and fabricator by trade who has enjoyed restoring sidecars since 1973. The satisfaction Pete and Patty derive from their business extends far beyond the monetary rewards. Pete says, "We enjoy producing these gemlike creations for our appreciative customers and we have been gratified to receive orders from Canada, Japan, Germany, Holland, Italy, Indonesia, Hong Kong and other countries, as well as from all over the United States."

It is no wonder Liberty's customers are proud of their hand-built sidecars. Each chassis is TIG-welded with mill-cut joints, much like a fine bicycle frame. Many fixtures are used to ensure uniformity and critical components such as the swingarm and pivot plates of the chassis are finish machined after welding to ensure alignment. And that's just the beginning of the Liberty story. To find out more about Liberty Sidecars and their amazing Ace Cycle-Car, contact Pete or Patty of Liberty Motors at the number below, or visit www.libertysidecars.com and www.cycle-car.com. *—Dave Nichols*

Liberty Motors
Pete Larsen & Patty Billings
2310 Rainier Ave. S., Seattle, WA 98144
Phone: 206-568-6030
Fax: 206-568-6045
www.libertysidecars.com
www.cycle-car.com



"Well, it does look nice, but can ya fuck on it?"

6-SPEEDS FOR THE MASSES

Installing Harley's Screamin' Eagle 6-Speed Gear Kit

So you've seen the 2007 Harleys with their 6-speed transmissions. Makes you think that it might be trade-in time, right? Well, there's another way. Harley-Davidson offers a Screamin' Eagle 6-speed gear kit (Page 550, in their 2007 Genuine Accessories catalog) and it fits bikes all the way back to 1990. For heavy cruising, it has an 11% overdrive 6th gear, which will lower your bike's rpm about 250 at 70mph.

The Screamin' Eagle 6-speed gear set is a compilation of their new patented Sliding Ring Gear technology and the older type 5-speed transmission case and shift mechanism. This new type of gear set was first used in the V-Rod and features lighter weight shift dogs to engage the gears on the main and countershafts; this eliminates the inertia of heavy gears moving back and forth inside the transmission.

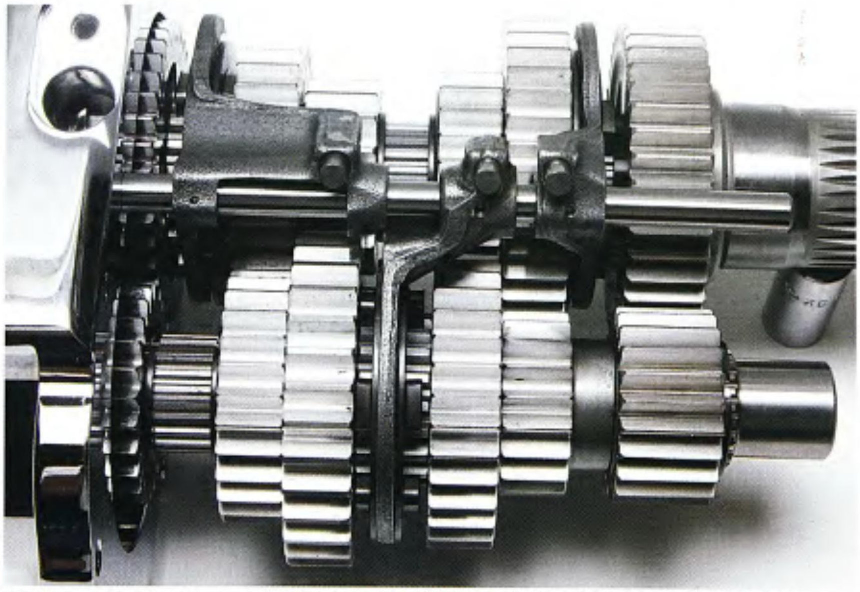
Harley lists four different part numbers for the gear sets; they cover all of the big twin motorcycles from 1990 to 2006. Installing the 6-speed kit only requires that one of the old shift rod lugs be cut off of the right side of the 5-speed transmission case. If you are very careful, the cutting and gear set install can be done with the transmission mounted in the bike. So that we could properly photograph this installation, we pulled the transmission out of the bike and put it on a workbench.

Our 6-speed kit (P/N 33100-03A) included everything needed except the transmission and primary oils and the primary cover gasket. The kit was installed in a 1999 Softail Standard; it took the better part of two work days. Grinding off the shift shaft lug was easy; Harley includes a template so that you make the correct cut. We should mention that stripping the transmission down and pressing in the new main drive gear required the use of a set of transmission overhaul tools.

The finished transmission works great. It not only dropped the motor's rpm, but shifted a lot smoother. *—John Sullivan*

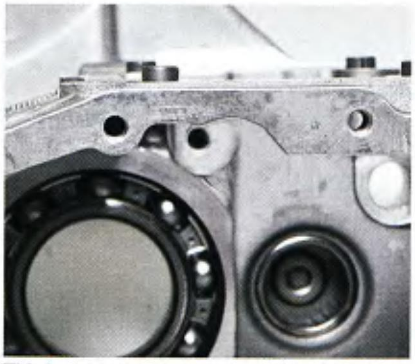
Source

HARLEY-DAVIDSON MOTOR COMPANY
800-588-2743



The 6-speed uses a single rod shift assembly with three shift forks. This cuts down on the complexity of the shift drum and the amount of internal movement when shifting gears. Notice the center shift fork in the lower middle of the photo; the small dog that it is fitted over is all that moves when shifting between first and second gears.

When you open the box, this is the first thing you see. The 6-speed gear set comes assembled on the trapdoor. The gears as they are arranged on the mainshaft are, left to right, 5th, 6th, 2nd, 1st, 3rd and 4th.



This is the way the case should look after the lug is removed. The added clearance is needed here to allow the gear set to be installed in the case.

This is the shift rod lug that must be removed. The steel template acts as a guide when cutting it off. The instructions that came in the gear set explain an easy way to do it using drill bits.

This is the reason you need the added right side case clearance, the gear set is inserted into the transmission case with the 5-6 and 3-4 shift forks on their shift dogs.

The new shift drum fits over the same case guide bushings as the original 5-speed shift drum. The electronics speed sensor will be installed in the trapdoor and the speed sensor mounting hole gets fitted with a block-off plate, which is included in the gear set.

Photos: John Sullivan

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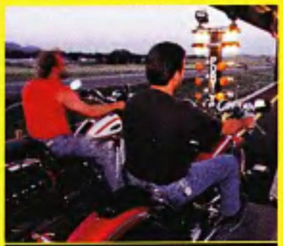

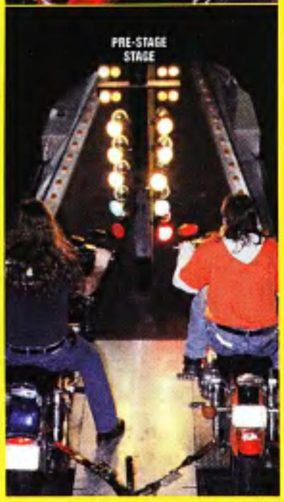

Jan 6-7 2007
4th Annual Dyno-Drag Nationals
Pomona, CA

TERESI DYNO-DRAG takes "interactive" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

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With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

2006 SCHEDULE

Jan 7-8	2nd Annual Dyno-Drag Nationals - Pomona, CA
Jan 13-15	Available
Jan 20-22	Available
Jan 27-29	Available
Feb 4-6	V-Twin Expo - Cincinnati, OH
Feb 10-12	Available
Feb 17-19	Available
Feb 25	Thunder Cycle - Ft. Lauderdale FL
Mar 3-12	Bike Week - Daytona Beach, FL
Mar 17-19	Hilton Head Motorsports- Bluffton, SC
Mar 24-26	Bikefest – Tampa, FL
Mar 30-Apr 1	Extreme Motorcycles of Hickory - Hickory, NC
Apr 7-9	Cycle Center - Fremont, CA
Apr 14-16	Available
Apr 21-23	Available
Apr 26-30	River Run - Laughlin, NV
May 5-7	Spring Car and Bike Rally - Batesville, AR
May 13	Harley-Davidson of Appleton, WI
May 17-21	(Bike Week) Myrtle Beach, SC
May 26-28	Available
June 2-3	Doc's Harley-Davidson- Kirkwood, IL
June 9-11	Abernathy Motorcycle Sales - Union City, TN
June 15-18	Twin States H-D in Lebanon, NH
June 24	J&P Cycle Open House - Anamosa, IA
June 30-July 2	H.O.G. Nationals - Billings MT
July 7-9	Available
July 15-16	Wolverine Harley-Davidson - Township, MI
July 19	Available
July 21-23	Available
July 27-29	Honda Homecoming - Marysville, OH
Aug 4-6	Available
Aug 10-13	Full Throttle Saloon Sturgis, SD
Aug 18-20	Biker's Dream - East Peoria, IL
Aug 25-27	Hal's H.D. in New Berlin, WI
Sept 1-3	Abate of Minnesota-Litchfield, MN
Sept 8-10	Loess Hills Rally-Council Bluff, IA
Sept 14-16	Blackthorne Resort - East Durham, NY
Sept 20-24	Reno H.D. in Reno, NV
Sept 29-Oct 1	Bird of Prey H-D in Caldwell, ID
Oct 7	Harley Davidson of Atlanta - Lithia Springs, GA
Oct 13-15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 19-22	Biketoberfest, Daytona Beach, FL
Oct 27-2	Available
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 10-12	Available
Nov 17-19	Available
Nov 24-26	Puerto Rico Bikefest
Dec 1-3	Available
Dec 8-10	Available
Dec 15-17	Available
Dec 25	Merry Christmas

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ReadersRides

Jeff Jennings
Thornton, Colorado
1964 Panhead

Last year, Jeff was tooling down the highway, when suddenly his oil pump gave up its ghost. "Panheads," he says, "always rattle and knock a bit, but it didn't take long to realize that this one was toast."

Not ready to toss the bike out with last week's leftovers, Jeff instead decided to do a complete rebuild. On his own. By himself. Solo. Well, mostly. "I did all of the work myself, except for the motor," he corrects my claim. "I took it over to Hogley's in Denver, where they put in bigger valves, heavier valve springs and lifters, an Andrews B-grind cam, a 40-over bore and pistons bringing my 74-inch motor to a little over 80 inches."

Meanwhile, Jeff went to work on the rest of bike himself. I used a Santee frame with 3-inch stretch in the tubes and a 10-degree rake, a 6-inch-over Harley Wide Glide front end, 16-inch apehangers and a 21-inch Avon tire and spoked wheel up front with a 16-inch Avon tire and spoked wheels in the rear," he explains.

He also added a pair of 5-gallon stretch tanks with aviation caps and much, much more, including a seat made by Daniel of Bitch'n' Stitch in Loveland, Colorado. "I could keep going," he summarizes his efforts, "but let's just say I replaced every thing and to top it all off, I have 50 hours in the paint."

After a year of trial and error and "with a lot of bitching and bloody fingers," the bike was finally finished. "My wife, Lauri, thought it would never get done," Jeff says, "but with her support and help, I made it. And although I don't know that I would ever do this again, it was well worth it."

He has won one First Place trophy with it so far and adds that it would make it all better if he could see his bike in these pages.

Well, Jeff, we are all about making the booboos go away!

—Tripper

Photos: Owner

Brian Stiller
St. Paul Park, Minnesota
2004 Heritage Softail

One look at this bike and the keen observer knows that, as far as the paintjob goes, it was clear-coated by Brian's pride in his ride oozing all over the sheet metal. The skulls, chains, a little porn.... "There's something new in the paint every time I look at it," he says.

It's almost all he talks about. Of course, the reality is that Brian's buddy, Greg Scott, tapped Brian's orange pearl exuberance and filtered it into his own can of paint, resulting in the wild graphics you can admire here—all the way from the sweet invitation above the license plate to the seemingly trance-induced skulls all over the place and even the large-breasted, zombie-looking chick with the skull between her legs on the front fender. Talk about gettin' head!

The only thing he's not proud of, says Brian, is the tank extension. "I bought an aftermarket kit for $160 and it didn't fit worth a shit. The extensions are handmade, out of a car door."

When the bike had 45,000 miles on it, Brian decided to tear into the motor and, together with a friend, install a big-bore motor kit. "This winter, I'll be porting my heads and installing them," he adds. "There's nothing better than the satisfaction of working on your own stuff."

"I was ahead on points, 'til I shit my pants."

Photos: Owner

As we know, with winters what they are in Minnesota, he'll have plenty of time. Or will he? "It's been down in the low 30s lately," Brian protests, "but as long as there's no snow, it's still time to ride!"

Maybe, while he's at it, he could hand the sheet metal back to Greg for another go, because it definitely can use some more of those incredibly subtle graphics. Hell, can there ever be enough graphics on one bike, Brian? I think not! —*Tripper*

ReadersRides

Erik Medina
Cedar Park, Texas
2004 Special Construction

Photos: Owner

While present economic indicators may have raised some easy doubts among the pessimistic, it seems clear that the future of the biker nation rests safe and sound in the hands of young builders like Erik. Just 25 years old, Erik started building this beauty two years ago, when he was only… well, you do the math.

It is his first bike, by the way, but we won't hold that against him. If you're going to start late, you might as well start big, and Erik did precisely that "I started with a Carolina Customs frame and 80-spoke wheels, which sat for about eight months because I needed some extra change for the drivetrain," he says.

Well, Erik must have found a piggy bank somewhere, because he also bought a polished 113-inch S&S motor to go with a Prowler 6-speed tranny, a set of pipes from Hot Match, an Eddie Trotta stack, a Dyna ignition and brakes from Performance Machine.

This being his first bike to build, he kept the fabrication pretty simple. "The gas tank is a WCC Villain that I made a filler panel for the front to cover the open space," he explains. "The rear fender is a Twisted Chopper that came as a blank and that I cut and mounted. And the front brake line is out of stainless steel, which I bent by hand."

Erik also molded the frame by himself, and from what we can see, he did a pretty darn good job. A friend of his then shot the frame with some nice burgundy from the House of Kolor—excellent vintage, by the way. Together, they added a racing strip down the sheet metal and away it went. But not before Erik made the seat pan out of fiberglass, which he then foamed and covered by his lonesome self. "I built it out of my garage and hope you guys like it."

Present economic indicators aside, what's not to like?

—Tripper

Michael Winnefeld
Bedford, Indiana
1974 Special Construction

Photos: Owner

Instead of "Special Construction," this bike should probably be called a "Heirloom Special," or something like that. After all, it's been in Michael's family for more than 20 years and Michael says he's got the history of the bike and its changes over the years documented photographically.

"My father was the original builder of the bike," Michel explains. "In the time he had the bike, it took on many forms. It was even a three-wheeler at one time, taking the Best Engineering award at the World of Wheels in Indianapolis."

Branded the "Road Warrior," the bike eventually ended up in Michael's basement after his dad had gotten tired of it. There it stayed for several years before Michael took his turn tinkering with it. And after two years, they both finally emerged from the dark, dank cellar, the bike completed and Michael exhausted from the many sleepless nights he had. "To keep the tradition going, I called it 'Road Warrior II,'" he says.

So what exactly happened in that basement? We don't know exactly, but judging by the end result, quite a bit. There's certainly a new paintjob to look at, thanks to the folks at The Edge Collision Center and some clear-cut graphics from Taylor's House of Kolor. There's a Fat Katz rear fender, a Headwinds headlight, home-made (by Michael and his dad, Michael, Sr.) foot controls, a dad-built oil tank in the front downtubes of the frame, a BikerSaddles seat, a set of Weld wheels, a set of pipes from Kern's Specialties, Legend handlebars and PM and Kennedy's handlebar controls.

Michael and Cale Kern from Kern's Specialties also assembled the whole thing, but before they did that, they installed a 205 RevTech 5-speed tranny and a BDL 3-inch primary drive. Oh yeah, they also rebuilt the 74-inch motor and outfitted it with a Crane cam, an S&S Super G carb and a super charger.

With any luck at all, this "Heirloom Special" will be handed down to a few more generations of Winnefelds. Hopefully, they won't keep it in a basement for too long.

—Tripper

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FLORIDA

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Power Sports Center, LLC
Orlando, FL
(407) 856-8712

Soft Tales Cycles
Lakeland, FL
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St. Petersburg, FL
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HERITAGE SOFTAIL

Harley's Classic

Improving The Un-Improvable

Riding the Heritage Softail Classic is what we imagine getting into that DeLorean in the movie *Back to the Future* must feel like. You are traveling back in time, but you're taking modern technology with you.

Unlike the DeLorean, however, if you rode Harley's Heritage Softail into yesteryear, you wouldn't stick out like a sore thumb sitting in front of Al's Diner or anywhere else for that matter.

Sure, there are distinct differences between this model and a 1949 Hydra Glide from which the Heritage takes its handsome looks. The most glaring one might be the motor: this is no puny (albeit beautiful) 74-inch panhead motor rattling and shaking between your legs but a powerful, fuel-injected and wrinkle-black 88-inch TwinCam 88B engine with dual counterbalancers for smooth riding. In fact, for 2007 and beyond, Harley's new 96-inch monster mill will be handling the acceleration aspects, thank you very much.

Of course, the transmission has gained a gear and is up to five now, with an additional gear coming next year, while the chains have given way to belts, the drum brakes turned into discs and the sprung solo seat has grown into a generously cushioned, low two-up seat with backrest. The frame, though it

may look like the old hardtail butt banger so famous for making many a hardened biker intimately familiar with the inner workings of his spine and kidneys, has long since morphed into Harley's equally famous, but much less intimidating Softail chassis.

Beyond that, there are lots of similarities to admire: beefy tires on optional chrome profile, laced wheels, chrome-accented fenders, king-size detachable windshield and giant chrome headlight and passing lamps. It's all just typical early dresser style.

Fifty-eight years ago, you had your choice between Burgundy and Peacock Blue with Brilliant Black mixed in. For a few bucks extra, you could also get your ride in metallic Congo Green, "a deep, attractive green accentuated with metallic pigments," according to literature from that time. These days, there are a total of 13 colors and color combinations ready to confuse you with names like Charcoal Satin Brite Pearl or Brandy Wine Sunglo.

True to its spirit, the Classic is not built for speed, nor is a super-modern motorcycle boasting all the modern amenities expected of a modern ride. And that's for a reason. For the past 20 years of the model's existence, the Motor Company has only updated what absolutely needs to be updated and left everything else pretty much alone. America likes its classics, whether it's rock 'n roll, cars, or motorcycles, so there's no need to be cutting edge.

So if putting leisurely around the neighborhood, the state, or even the country is your thing, you can, as they say, put your ass on some class and feel secure in the knowledge that generations before you have enjoyed the same feeling of contentment as you are when you've swung your legs over Harley's Heritage. It's a classic feeling, indeed.

—Red Baron

GENERAL
Fabrication: Harley-Davidson
Year: 2006
Model: FLSTCI
Assembly: Harley-Davidson
ENGINE
Year/Model: 2006 Twin Cam 88B
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 88 cubic inches
Bore & stroke: 3.75 x 4.00 inches
Torque: 85.0 ft. lbs. @ 3000 rpm
Cam: Harley-Davidson
Intake: Electronic Sequential Port Fuel Injection (ESPFI)
Pipes: chrome, straight-shot dual pipes
Compression Ratio: 8.9:1
TRANSMISSION
Year: 2006
GEAR RATIO (overall)
1st: 10.110
2nd: 6.958
3rd: 4.953
4th: 3.826
5th: 3.150
PAINTING
Color: Deep Cobalt
Special paint: none
FRAME
Type: swingarm
Rake/Trail: 32 degrees/5.8 inches
Stretch: none

ACCESSORIES
Handlebars: buckhorn
Instruments: electronic speedometer, odometer, resettable trip meter, diagnostic readout
Gas tank: 5 gals.
Oil system: 3.5 quarts
Seat: two-up
Mirrors: Harley-Davidson
Grips: Harley-Davidson
FRONT END
Type: fat FL front forks
Builder: Harley-Davidson
WHEELS FRONT
Type: steel-laced
Size: 16-inch
Tire: MT90B16 72H
Brakes: single disc
WHEELS REAR
Type: steel-laced
Size: 16-inch
Tire: 150/80B16 71H
Brakes: single disc
Unique features: quick-change one-up or two-up seating, large chrome headlight with fork nacelle, chrome tank console and air cleaner, classic laced wheels on fat tires, front and rear.
Photos: Rick Hustead

ComingAtYa

The February issue of *Easyriders* (No. 404) features amazing custom bikes by Paul Yaffe, Lucky's Choppers, Eddie Trotta, Sucker Punch Sallys, Dozer and we'll test ride a new BMC Hooligan.

Ride with us for all the wild party fun of Daytona's Biketoberfest, hit Big Bear Choppers' Ride The Mountain and ride for a good cause with gridiron great Ruben Brown. Meet motorcycle artist Nikolas Pew and get two great aftermarket guides to Sheet Metal and Frames for that dream bike of yours.

PLUS, on the newsstands we'll bring you 32 pages of the very best bikes from 2006. We're talkin' all the custom iron seen in *Easyriders*, *Biker*, *V-Twin* and *In The Wind*. It's our way of kick-startin' our Easyriders Bike Show Tour for 2007. All this and more is barrelin' your way in the far-out February issue of Easyriders.

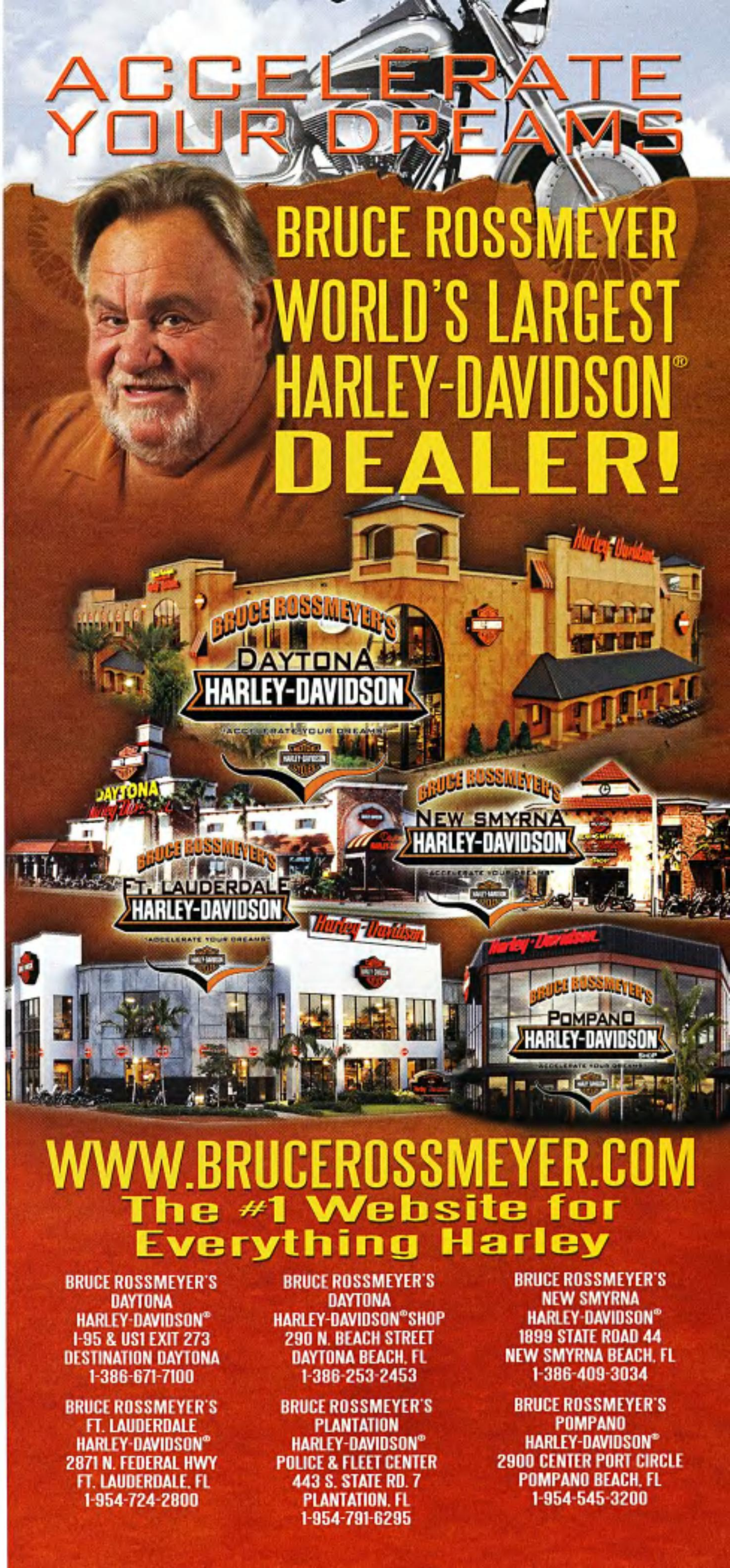
On sale January 2nd

The dazzling December issue of *V-Twin* (No. 68) showcases the new Victory motorcycles, visits racing legends and goes behind the scenes at Pingel, MMI and Coyote Customs. We'll dress up your Metric bike, offer our Guide to Aftermarket Motors and bring you a slew of new parts and products for your scoot. All this plus eight incredible customs. On the newsstands, you'll get our 32-page separate magazine, *Chopper Mania*, showing off six wild new long bikes.

On sale now

December's issue of *Biker* (No. 242) gives you Barbie on Paul Wheeler's '48 pan as an early Christmas present. Newsstand buyers get a bonus 32-page *Biker Babe* outsert. Don't miss this one! *On sale now*

Hella's back from an alien abduction to claim Twisted Reality, by Thunder Mountain Motor Sports. It's all in March's *In The Wind*, (No. 128). Plus, see bikers at play in Sturgis. *Easyriders' Best Bike Builders* and a 6-month calendar/poster is on the rack. *On sale now*



Advertisers' Index

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CHROME PROS	866-624-7663 chromeprosplating.com	112
CHROMESSENTIAL M/C PRODUCTS	chromessential.com	104
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DESTINATION DAYTONA	brucerossmeyer.com	122,123
DIAMOND HEADS	877-602-4026	108
DIRECT LIFT (PRO CYCLE)	866-347-5438 directlift.com	112
DISCOUNT RAMPS.COM LLC	888-651-3431 discountramps.com	101
DRAG SPECIALTIES	dragspecialties.com	C2
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EASYRIDERS VIDEOS	614-224-9400	35,112,120
EASYRIDERS WEBSITE	easyriders.com	121
FIX MY HOG, INC.	619-269-9321 fixmyhog.com	113
FLATHEAD POWER, LLC	985-385-2244 flatheadpower.com	117
FRANKIE SERRANO DESIGNS	305-463-9300 frankieserranodesigns.com	103
FRONTIER CYCLE LLC	800-267-5950 frontiercycle.com	113
GENERAL STORE	818-889-8740	103-119
GYPSY LEATHER INC.	800-634-9779 gypsyleather.com	114
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HAWG HALTERS, INC.	877-442-5837 hawghalters.com	106
HEADWINDS	626-359-8044 headwinds.com	113
HELLBOUND STEEL MOTORCYCLES	909-484-8800 hellboundsteel.com	101
HELMET SOURCE, THE	877-MC HELMETS thehelmetsource.com	118
HOGKNOOKERS	hogknookers.com	114
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IRON BAGS	715-835-4557	119
J & P CYCLE	888-994-7677 jpcycles.com	C3,OS/C4
JACKMAN CUSTOM CYCLE INC.	301-556-0144	117
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JIREH CYCLES	877-681-0448 jirehcycles.com	48
KIKKER 5150	877-545-5150 kikker5150.com	114
LABRIOLA MACHINE	303-433-8785	117
LANDMARK MOTORCYCLE ACCESSORIES	800-497-0312 landmarkmfg.com	111
LBV ENGINEERING, INC.	630-860-9966	116
LUCAS OIL PRODUCTS	lucasoil.com	13
MARLIN CORP.	800-777-5543 marlinsclocks.com	114
MC WHEEL	888-MC-WHEEL mcwheel.com	118
METRO AIR FORCE BLASTER	800-822-1602 motorcycledryer.com	107
MIKE'S FAMOUS HARLEY DAVIDSON	800-FAMOUS-HD mikesfamous.com	109
MOTO SPORTS	866-668-6431 motosport.com	24,25
MOTO-ARTS	818-957-1059	114
MOTORCYCLE HOT SEAT	248-446-1718 motorcyclehotseat.com	117
MOTORCYCLE MECHANICS INSTITUTE	800-215-3781 MMImoto.com	41
MR. B'S LIFESTYLE	631-261-8097	115
MUSTANG MOTORCYCLE PRODUCTS, INC	800-243-1392 mustangseats.com	110
PEGASUS FUEL INJECTION	pegasusfi.com	65
PERFORMANCE MACHINE, INC.	800-757-3685 performancemachine.com	83
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RUSS BROWN, JR.	800-4-BIKERS	5
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SIMMS BIKE WERKS	608-347-3963	117
SPEED & SPORT CHROME PLATING	713-921-0235	116
STEVE GRIMES	deathon2wheels.com	116
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SUPER PATCH USA	patchusa.com	116
SUPERIOR GRAPHICS	edecals.com	119
TERESI DYNO DRAGS	818-416-7320 dynodrags@yahoo.com	133
THOMPSON CHOPPERS INC.	417-864-7242 thompsonchoppers.com	115
THUNDER CYCLE DESIGNS	954-763-2100 thundercycle.com	121
TOMBSTONE SILVERWORKS	386-255-3022 tombstonesilverworks.com	117
VENTO MOTORCYCLES	vento.com	47
VQ BIKERS BALL	954-563-2822 bikersball.org	97
V-TWIN EXPO	623-551-1847	129
V-TWIN NEWS	818-889-8740	110
V-TWIN TV ADS	v-twin.tv	15
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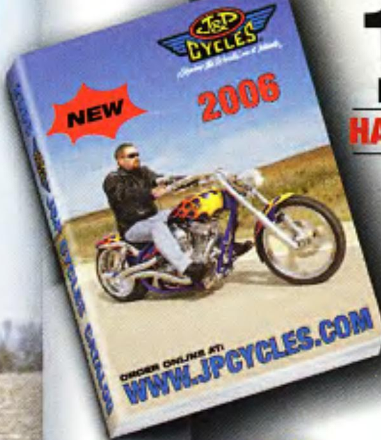

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